

Planning Committee Agenda



Reigate & Banstead
BOROUGH COUNCIL
Banstead | Horley | Redhill | Reigate

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21 April 2020

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To the Members of the PLANNING COMMITTEE

Councillors: D. Allcard (Chairman)

M. S. Blacker

J. S. Bray

H. Brown

P. Harp

J. Hudson

F. Kelly

J. P. King

S. A. Kulka

S. McKenna

R. Michalowski

C. Stevens

R. S. Turner

S. T. Walsh

R. Absalom

Substitutes

Councillors:

Conservatives:

Residents' Group:

Green Party:

Liberal Democrats

G. Buttironi, N. C. Moses, J. Paul and K. Sachdeva

G. Adamson, R. J. Feeney, R. Harper, N. D. Harrison and
C. T. H. Whinney

J. C. S. Essex, S. L. Fenton, R. Ritter and S. Sinden

D. A. Ross

For a meeting of the **PLANNING COMMITTEE** to be held on **WEDNESDAY, 29 APRIL 2020** at **3.00 pm** virtually using Webex.

John Jory
Chief Executive

1. MINUTES

(Pages 5 - 6)

To confirm as a correct record the Minutes of the previous meeting.

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. DECLARATIONS OF INTEREST

To receive any declarations of interest.

4. ADDENDUM TO THE AGENDA

(To Be Tabled)

To note the addendum tabled at the meeting which provides an update on the agenda of planning applications before the Committee.

PLANNING APPLICATIONS:

NOTES:

1. The order in which the applications will be considered at the meeting may be subject to change.
2. Plans are reproduced in the agenda for reference purposes only and are not reproduced to scale. Accordingly dimensions should not be taken from these plans and the originals should be viewed for detailed information. Most drawings in the agenda have been scanned, and reproduced smaller than the original, thus affecting image quality.

To consider the following applications :

5. 19/02591/F SITE OF THE FORMER DE BURGH SCHOOL, CHETWODE ROAD, TADWORTH (Pages 7 - 36)

Reconfiguration of Area F to deliver net additional homes and associated car and cycle parking, refuse and recycling storage, and landscaping provision. As amended on 16/03/2020 and on 17/03/2020.

6. 19/01488/F LAND BOUNDED BY CHEQUERS LANE AND HURST DRIVE, WALTON ON THE HILL, SURREY (Pages 37 - 110)

Creation of vehicular access from Chequers Lane, erection of a two storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking. As amended on 19/12/2019, 22/01/2020 and on 03/02/2020.

7. 19/02536/F LAND TO THE REAR OF 31-41 SHELVERS WAY, TADWORTH, SURREY (Pages 111 - 140)

Erection of 8 dwellings comprising 3 x pair of 3-bed semidetached dwellings, and single pair of 2-bed semi-detached dwellings along with access to Shelveys Way utilising the approved access. As amended on 03/02/2020.

8. 20/00162/F DEVELOPMENT SITE AT FORMER 18 BRIGHTON ROAD, SALFORDS, SURREY (Pages 141 - 168)

Erection of Class B1a office building, with associated landscaping and parking.

9. 19/02598/OUT 76, SHELVERS WAY, TADWORTH, KT20 5QF (Pages 169 - 196)

Outline planning application (means of access and layout to be determined at this stage with indicative scale, appearance and landscaping) for residential development of 4 no. 4 bed detached houses. As amended on 17/03/2020.

10. 19/02553/F LAND ADJACENT TO THE FORMER ROYAL MAIL DELIVERY OFFICE, REAR OF 28 HIGH STREET, BANSTEAD, SURREY (Pages 197 - 220)

Erection of block comprising 2 new apartments. As amended on 03/03/2020, 19/03/2020 and on 24/03/2020.

11. ANY OTHER URGENT BUSINESS

To consider any item(s) which, in the opinion of the Chairman, should be considered as a matter of urgency.



Our meetings

As we would all appreciate, our meetings will be conducted in a spirit of mutual respect and trust, working together for the benefit of our Community and the Council, and in accordance with our Member Code of Conduct. Courtesy will be shown to all those taking part.



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Agenda Item 1

Planning Committee
15 April 2020

Minutes

BOROUGH OF REIGATE AND BANSTEAD

PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held virtually on 15 April 2020 at 3.00 pm.

Present: Councillors D. Allcard (Chairman), M. S. Blacker (Vice-Chair), J. S. Bray, J. Hudson, S. A. Kulka, S. McKenna, R. Michalowski, S. T. Walsh, R. Absalom, J. C. S. Essex (Substitute) and N. D. Harrison (Substitute).

Also present: Councillors C. Neame, S. Parnall.

113. MINUTES

RESOLVED that the minutes of the previous meeting held on 18 March 2020 be confirmed as a correct record.

114. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Brown (substituted for by Councillor Essex), Councillor Harp (substituted for by Councillor Harrison), Councillor Kelly, Councillor King, Councillor Stevens and Councillor Turner.

115. DECLARATIONS OF INTEREST

There were no declarations of interest.

116. ADDENDUM TO THE AGENDA

RESOLVED that the addendum be noted.

117. 19/01548/F AND 19/01549/LBC LEGAL AND GENERAL, KINGSWOOD HOUSE, KINGSWOOD

The Committee considered an application at Legal and General, Kingswood House, St Monicas Road, Kingswood for redevelopment of the site to create a Continuing Care Retirement Community (Use Class C2), comprising refurbishment and conversion of Legal & General House (Grade II* Listed) to provide 130 no. Assisted Living Units and respite units, Assisted Living support facilities in the rotunda to include a café, cinema/theatre and library, creche, ancillary on-site shop/store units at lower ground floor level, a restaurant and wellness centre including refurbishment of the existing swimming pool and car parking internally at lower ground levels, refurbishment and conversion of St Monica's House to provide 19 no. Assisted Living Units, erection of new build accommodation on existing hard-standing/parking areas to provide 131no. Assisted Living Units, creation of a new access point from St Monica's Road, with associated parking, landscaping and open space, including retention of green space on land to the east.

It was supported that condition 22 of Application A – 19/01548/F be amended to include other open fires.

It was supported that a delegated change be made to allow the Head of Planning to improve the requirements of the sustainability strategy to accord with Policy CCF1

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Minutes

of the Reigate and Banstead Development Management Plan 2019, if this was required.

RESOLVED that planning permission be **GRANTED** with conditions as per the recommendation and amended conditions within the addendum, with additional informative to encourage applicant to enter discussions with Surrey County Council about providing some units as affordable extra care.

RESOLVED that listed building consent be **GRANTED** with conditions as per the recommendation and amended conditions within the addendum.

118. ANY OTHER URGENT BUSINESS


There was no urgent business to consider.

The Meeting closed at 5.34 pm

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Planning Committee
29th April 2020

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	29 th April 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD: <i>Tattenham Corner and Preston</i>

APPLICATION NUMBER:	19/02591/F	VALID:	20/01/2020
APPLICANT:	London Square Developments Ltd	AGENT:	Q Square
LOCATION:	SITE OF THE FORMER DE BURGH SCHOOL, CHETWODE ROAD, TADWORTH		
DESCRIPTION:	Reconfiguration of Area F to deliver net additional homes and associated car and cycle parking, refuse and recycling storage, and landscaping provision.' As amended on 16/03/2020 and on 17/03/2020.		
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SUMMARY

This is a full planning application seeking permission for the erection of a three storey block of 25 apartments on part of the residential redevelopment site at De Burgh Gardens, Tadworth. Under the terms of planning permission 16/02949/F, full planning permission was granted on the site for 229 dwellings, including 57 affordable units.

This application relates to Area F, located at the northern end of the site adjacent to Chetwode Road, where the original application granted permission for 10 two storey detached and semi-detached properties. It is proposed to replace these 10 houses with a three storey block containing 25 one and two bedroom flats. The net increase of 15 units would also make provision for an additional 4 units of affordable housing on the larger development site.

The applicants state that the driver behind this application is a change in market demand which means there is no longer a demand for larger three and four bed family dwellings. They state that the provision of one and two bed dwellings is an appropriate response to the challenging market conditions to allow for delivery of the plots.

The design of proposed block of flats responds to the large sinkhole located on the west of Area F. The proposed building would be L-shaped with the principle

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elevation facing Chetwode Road, albeit set back behind the car parking court and the amenity area. A shorter flank elevation would be located at the road front age. The proposed building would be 3 storeys in height; this scale and massing is considered to be appropriate given the size of site and other similar flatted blocks on the development site. The building would be of traditional design, taking the form of a large institutional style building and drawing elements from Surrey Arts & Crafts style including steep pitch roof, asymmetrical gabled projections, areas of tile hanging and render which are considered to be successful in breaking up the elevations. The materials selection is appropriate to the area and would reinforce local distinctiveness. The layout would also allow for the retention of a street tree, as well as opportunities for additional planting to contribute to the visual amenity of the site.

Whilst the proposed building would represent an increase in bulk, scale and massing over the approved scheme for 2 storey houses, it is considered that it has been designed successfully and in such a way that, overall, the building would appear in keeping with the character of the area.

The layout of the development is such that separation distances in excess of 20m would be achieved between the proposed building and neighbouring properties, apart from the opposing buildings with a front-to-front relationship on the internal site access road within the site where the distance is approximately 17m. This is similar to other locations on the development site and would not result in adverse harm to opposing properties.

A total of 34 parking spaces are proposed to serve the development, with 25 allocated spaces and 9 unallocated spaces in layby parking on Chetwode Road and on the internal site road. This level of parking, although 4 spaces short of the adopted standards in the DMP, is underpinned by Census data on car ownership and by trip generation figures.

The proposed access and level of vehicular movements generated by the proposed use is considered acceptable and would not result in a severe impact on the highway network or highway safety in accordance with the provisions of the NPPF (see para 109).

The proposal is not considered to give rise to any other impacts which are incapable of being adequately mitigated through conditions.

The proposals would make effective use of a brownfield site within the urban area and would provide for nursing care places, a need for which has been identified in the Council's and County Council's own evidence, as well as in the applicant's submissions and would create some employment opportunities

RECOMMENDATIONS

Subject to the completion of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended to secure:

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- (i) A provision of 4 dwellings for affordable housing
- (ii) Housing nominations protocol
- (iii) The Council's legal costs in preparing the agreement

Planning permission is **GRANTED** subject to conditions.

In the event that a satisfactorily completed obligation is not received by 1st October 2020 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

1. The proposal fails to provide an agreed contribution of affordable housing provision within the Borough of Reigate & Banstead and is therefore contrary to policy CS15 of the Reigate and Banstead Core Strategy 2014.

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Consultations:

Highway Authority: The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends that conditions relating to the provision of the proposed vehicular access, the provision of the car parking areas, the provision of cycle parking, the provision of electric vehicle charging points, the provision of a Construction Transport Method Statement, and a revision to the approved Travel Plan be imposed in any permission granted.

Drainage Authority: The LLFA are satisfied that the proposed drainage scheme meets the requirements set out in the submitted documents and are content with the development proposed, subject to their advice that, should planning permission be granted, suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Thames Water: No objections raised. Are satisfied that there is sufficient capacity in both the surface and foul water infrastructure to accommodate the needs of the development.

Representations:

Letters were sent to neighbouring properties on 27th January 2020, a site notice was posted 5th February 2020 and advertised in local press on 6th February 2020. Neighbours were re-notified on the revised plans for a 14 day period commencing 18th March 2020.

61 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.19 - 6.24
No need for the development	See paragraph 6.2
Noise & disturbance	See paragraph 6.17
Inconvenience during construction	See paragraph 6.17
Out of character with surrounding area	See paragraph 6.9 – 6.13
Increase in traffic and congestion	See paragraph 6.20
Hazard to highway safety	See paragraph 6.19
Overdevelopment	See paragraph 6.5 – 6.7
Overlooking and loss of privacy	See paragraph 6.14 – 6.18
Overbearing relationship	See paragraph 6.14 – 6.18
Crime fears	See paragraph 6.18
Poor design	See paragraph 6.8 – 6.13

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Loss of/harm to trees	See paragraph 6.32
Harm to wildlife habitat	See paragraph 6.32
Drainage/sewage capacity	See paragraph 6.31
Harm to conservation area (the site is not in a conservation area)	See paragraph 6.33
Harm to green belt/countryside (the site is not located within the Green Belt)	See paragraph 6.33
Flooding	See paragraph 6.31
Property devaluation (This is not a material planning consideration)	See paragraph 6.33
No need for development / alternative location or proposal preferred	See paragraph 6.2
Impact on existing services/infrastructure	See paragraph 6.30
Loss of private view (This is not a material planning consideration)	See paragraph 6.33
Support - Benefit to housing need	See paragraph 6.2

1.0 Site and Character Appraisal

- 1.1 The application site forms part of the former De Burgh School which is in the process of being redeveloped for a residential development of a mix of houses and flats. The application site is located at the northern end of the overall site and is known as Area F. It sits just to the south of Chetwode Road and lies adjacent to Applewoods, a single storey building housing a children's respite care facility run by Surrey County Council.
- 1.2 Under the terms of application 16/02949/F, planning permission was granted for the construction of 229 dwellings together with associated car and cycle parking, refuse and recycling storage and soft and hard landscaping provision. That part of the site which is identified as Area F and which forms the basis of this application contained 8 semi-detached and 2 detached two storey dwellings, with three pairs arranged along the frontage of the site to Chetwode Road, 2 to the rear and the detached pair located along the internal access road within the site.
- 1.3 The site is sustainably located adjacent to the wider Preston Estate which comprises mainly terraced housing and flats from the mid-twentieth century. Chetwode Road forms the northern boundary with terraced housing and blocks of flats on the opposite side of the road. Immediately adjacent to the site to the south is the more recent development of De Burgh Gardens which comprises the remaining part of the De Burgh Site, developed in 2001 and comprising detached housing.

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1.4 Neighbouring properties are predominately two storey detached, semi-detached and terraced housing with some 3 and 4 storey blocks of flats on Chetwode Road and Hatch Gardens, with two storey houses and 3 storey blocks of flats within the Tadworth Gardens development.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: The applicants undertook pre-application consultation with regards to a proposal to amend the form and layout of the proposed development in 4 areas across the site. In the formal response it was state that there was no in principle objection to an increase in density and amendments to the approved layout. An uplift in housing numbers would also be welcomed as part of the Council's 5 year housing supply. However, any modifications to the scheme need to be considered in the context of the original scheme, such that the revised scheme continues to have an acceptable impact with respect to design and character. Concerns raised regarding the siting of a number of the additional flat blocks which failed to take heed of how the original design evolved Concerns also raised with regards to repetitive and unimaginative design of the flat blocks, largely replicating what has already been consented on the scheme.

2.2 Advised to consider introducing new typologies to bring interest and variance to the development and roofscape as opposed to replicating existing flat blocks with minor changes to elevational treatments.

2.3 Concerns raised with regards to the approach taken for Areas D, E, G and parts of F. In another part of F the applicants were advised that the introduction of a flat block adjacent to Chetwode Road is considered acceptable in principle. Further advice was also given with regards to open space provision, car parking, play space, landscaping, neighbours amenity and affordable housing.

2.4 Improvements secured during the course of the application: The application has been amended during the course of the application to remove proposals formerly proposed for Area D within the centre of the site which were considered unacceptable. Further improvements have also been secured with regard to the car parking layout for the Area F flats to present a more sympathetic appearance to Chetwode Road and reduce the parking dominated frontage.

2.5 Further improvements could be secured through the use of conditions and a legal agreement to secure affordable housing provision.

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3.0 Relevant Planning and Enforcement History

- 3.1 13/02282/OUT - Outline consent for the erection of 180 dwellings (including 25% affordable housing) on the former De Burgh Playing Field, together with associated parking and landscaping. Approved with conditions 23.09.2016
- 3.2 16/02949/F - The construction of 229 dwellings together with associated car and cycle parking, refuse and recycling storage and soft and hard landscaping provision. Approved with Conditions - 23.08.2017
- 3.3 Various conditions discharged in accordance with 16/02949/F.
- 3.4 16/02949/NMAMD1 – Non-material amendment: A revision of the proposed site plan and tree protection plan to allow the addition of a substation, variation of the parking layout for plot A19 and removal of a hawthorn tree – Approved 19/12/2017.
- 3.5 17/02496/F - Temporary use of four units at plots A14 - 92 De Burgh Gardens, A26 - 70 De Burgh Gardens, A27 - 68 De Burgh Gardens & A28 - 66 De Burgh Gardens as a marketing suite and show homes (sui generis) for a period of 3 years and ancillary temporary car parking on plots B39 - 33 De Burgh Gardens, B40 - 31 De Burgh Gardens & B41 - 29 De Burgh Gardens. As amended on 03/01/2018 and on 04/01/2018 and on 08/01/2018 – Approved 24.01.2018
- 3.6 18/02663/S73 - Variation of condition 1 of permission 16/02949/F allow substitute plans showing minor design changes – Granted 25/09/2019

4.0 Proposal and Design Approach

- 4.1 This is a full application for the erection of a three block of 25 apartments on part of the site of the former De Burgh School which is now being developed for a mixed residential development of flats and houses. The block would contain a mix of 13 x 1 bedroom flats and 12 x 2 bedroom flats. 4 additional shared ownership units would be provided as affordable housing. At this stage, the precise mix of affordable units has not yet been determined, but the need from this proposal is likely to be for 2 bedroom shared ownership units.
- 4.2 A total of 25 allocated parking spaces are proposed within a parking court and to the rear of the building, with a further 9 unallocated spaces in the parking court and 1 layby parking off Chetwode Road and the site access road. Areas in front of and to the rear of the block would be used for communal amenity space. Cycle and refuse storage are located at the ground floor level.
- 4.3 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed

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development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.

4.4 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as including mid-twentieth century residential dwellings, including flats and houses as well as more recent 2001 residential houses, and the new development taking place to the south and east. Some trees worthy of retention were identified.
Involvement	No community consultation took place for the current proposals.
Evaluation	Other development options considered were for the replacement of low density housing with higher density blocks of apartments on a number of other areas on the site, at pre-application stage and during the course of this application. As noted above, these areas were discounted due to concerns raised by officers and members.
Design	The applicant's reasons for choosing the proposal from the available options were that it provides a more efficient layout without detriment to the scheme.

4.5 Further details of the development are as follows:

Site area	0.28ha
Existing parking spaces	22 (+ 2 layby spaces)
Proposed parking spaces	25 (+ 8 layby spaces)
Parking standard	37
Number of affordable units	4
Net increase in dwellings	15
Existing site density	37 dpha
Proposed site density	42 dpha
Density of the surrounding area	38 dpha

5.0 Policy Context

5.1 Designation

Urban area

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5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS2 (Valued Landscapes and Natural Environment),
CS6 (Allocation of land for development),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS13 (Housing Delivery)
CS14 (Housing Needs)
CS15 (Affordable Housing)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering high quality homes)
DES6 (Affordable housing)
DES8 (Construction Management)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

Vehicle and Cycle Parking

Guidance 2018

Householder Extensions and

Alterations

Affordable Housing

Outdoor Playing Space Provision

Preston Planning Framework

Other

Human Rights Act 1998

Community Infrastructure

Regulations 2010

6.0 **Assessment**

6.1 The principal of residential development on the site was established by the grant of outline planning permission (ref 13/02282/OUT) in September 2016 and a detailed full permission (ref: 16/02949/F) in August 2017. The application site is situated within the urban area where there is a presumption

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in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.

- 6.2 The applicants have brought these proposals forward due a change in market demand which they state, means there is no longer a demand for larger three and four bed family dwellings. They state that the provision of one and two bed flats would be an appropriate response to these challenging market conditions to allow for delivery of these plots.
- 6.3 The applicants have also stated that the layout responds to a large sinkhole located on the west side of Area F.
- 6.4 The main issues to consider are:
- Density of development
 - Design appraisal
 - Neighbour amenity
 - Highway matters
 - Affordable Housing
 - Community Infrastructure Levy

Density of development

- 6.5 As approved and as is being built out on the site, the permitted scheme is for 229 homes which, over the whole site is at a density of circa 38 dwellings per hectare (dpha). This proposal seeks to add a further 15 dwellings to the site which would result in 244 dwellings, leading to a density across the site of 40 dpha. There would be a modest increase in floor area across the site amount of 2.8%
- 6.6 Within Area F itself, the number of units would increase from 10 to 25 resulting in a higher density of development. However, the proposal is for one and two bedroom flats to replace larger 3 and 4 bedroom houses. There would also be an increase in floor area on this site of 286m² or 11% over the permitted scheme of 10 houses.
- 6.7 This level of new development would be in keeping with the character of the site and surrounding area and would be compliant with the Preston Planning Framework policy of 30-50 dwellings per hectare. It is considered therefore that there would not be any conflict with DMP Policy DES1.

Design appraisal

- 6.8 The proposal is in the form of a three storey 'L' shaped block containing 25 apartments in a mix of one and two bedroom units. The design of the building Area F also responds to a large sinkhole which has been found located on the western side of the application sit. The proposal not only responds to this constraint but has also moved the majority of the height and massing of the buildings further away from Chetwode Road, compared to the previous planning permission, although a narrower northern elevation of the

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proposed building is in a similar location to the formerly shown plots F5 and F6. In the current scheme the frontage to this part of the building would be softened by an area of landscaping and planting between the northern elevation and the highway. Further details of planting and landscaping could be secured by condition.

- 6.9 The scale of the proposed building is similar to other apartment blocks on the development. The proposed block would be of a similar design to others on development, and clearly draws inspiration from those that have already been built, with varied roof forms and modulated elevations.
- 6.10 The building would be of traditional design, taking the form of a large institutional style building and drawing elements from Surrey Arts & Crafts style including steeply pitched roofs, symmetrical gabled projections, areas of tile hanging and render which are considered to be successful in breaking up the elevations. The materials selection is appropriate to the area and would reinforce local distinctiveness. The layout would also allow for the retention of a street tree, as well as opportunities for additional planting to contribute to the visual amenity of the site.
- 6.11 The proposed layout includes parking and amenity space in front of the building leading to a more open appearance to this part of the development. This would provide an appropriate setting for the proposed building as well as sufficient areas of parking and amenity space.
- 6.12 On this basis it is considered that a high quality design could be achieved throughout the development and the layout, scale and appearance is acceptable.
- 6.13 The proposal provides good quality homes designed to meet the Nationally Described Space Standards. One bedroom flats would be between 48 and 50 sq.m gross internal floor area whilst two bedroom flats would be between 66 and 75 sq.m gross internal area. Each flat would also be provided with a terrace or balcony facing south or east, together with access to the communal amenity areas to the front and rear of the building.

Neighbour amenity

- 6.14 The proposed layout has been designed so as to afford acceptable levels of amenity for existing neighbours and future occupiers of the development. The new building would be set back from the road frontage at Chetwode Road with good separation to the houses on the northern side of the road. Windows in the north facing elevation, set back behind the amenity space and car parking area would be over 45m from the south facing elevations of properties in Chetwode Road.
- 6.15 Separation distances to new dwellings on the eastern side of the access road within the site would be at least 20m, whilst the distance between the south facing elevation of the proposed block and the rear elevations of the nearest

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houses to the south would be approximately 23m. This would not be dissimilar to other locations on the development.

- 6.16 The impact on the Applewood Centre has been assessed and is considered acceptable. The separation distance between the proposed block of apartments and Applewood is, at its closest point, no different to the approved scheme. Furthermore, the flank elevation of the proposed block of apartments would face the centre whereas previously, it was the rear elevation of a pair of houses. As a result, it is considered that the proposals would not result in a material loss of privacy and that no significant noise and disturbance or overbearing impact would occur as a result of the proposed development.
- 6.17 Objections have been received due to the loss of private views but this is not a material planning consideration. Noise and disturbance resulting from the development when completed would be acceptable and accord with normal residential environments, whilst any noise resulting from construction would be temporary and could be mitigated by condition.
- 6.18 Concern has been raised regarding crime fears. The applicant has confirmed the development would meet Secure by Design standards and this could be controlled by condition. A street lighting strategy/design has been submitted and is subject to condition to ensure that all public areas, including car parking courts and public amenity spaces, are adequately lit day and night. In light of the above the application is not considered to result in increased risk of crime.

Highway matters

- 6.19 Access to the parking court for the proposed block of flats would be via Chetwode Road with a new access formed at the north-western corner of the site. The location of the access is partly determined by the location of the sinkhole on the site, but also maintains good separation to Applewoods. The access is in the same location as one of the previous approved vehicle crossovers for the dwelling on Plot F1 and is considered acceptable.
- 6.20 The Transport Assessment prepared by WSP for the planning application for both Areas D and F concluded that the net uplift in vehicle movement would not have a material impact on the surrounding highway network compared to the consented scheme. In terms of trip generation, the proposed additional 15 units within Area F are forecast to generate an additional 9 two-way vehicle trips in the AM peak hour and an additional 10 two-way vehicle trips in the PM peak hour in relation to the consented scheme of 229 homes.
- 6.21 The access leads to a parking court containing 23 allocated spaces and 1 unallocated space. A further 2 allocated spaces are located to the rear of the block. In addition, the plans show a further 8 layby spaces on the Chetwode Road and internal site road frontages.

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- 6.22 Areas that are unchanged from the Consented Scheme of 229 homes have retained the consented level of parking which complied with the adopted Surrey Country Council Parking Standards in place at the time. The applicants note that, as originally submitted, the revised proposal for Area F complied with these current adopted standards for this phase. However, during consideration of the application, changes were requested in order to improve the character and appearance of the proposed development and reduce the car dominated frontage that was previously shown. As a result, the revised proposals, when applying the adopted standards to the Area F re-plan area, show a shortfall of 4 car parking spaces. Notwithstanding this, the parking level for this phase still exceeds the previously applied Surrey County Council parking standards, that are applied to the remainder of the masterplan.
- 6.23 In support of the current proposals, the transport consultants working of the applicants have undertaken a review of Census car ownership data and future year forecasts, which they state, demonstrates that the proposed parking provision is sufficient to accommodate current and future parking demands. Furthermore, they state that trends in mobility and driver habits suggest that private car ownership levels are likely to decline in the long term, and that the shortfall is considered acceptable.
- 6.24 The Highways Authority have commented on the application and are satisfied that the increases in vehicle movements can be accommodated on the highway network and it is not considered necessary to seek additional highway improvements. In terms of car parking, the Highways Authority notes that the proposed development would meet the minimum requirements for one and two bed units. However, there will not be any visitor parking and therefore there would be a shortfall of five spaces. This could be accommodated within the development road network which is not to be adopted. A condition is recommended for the developer to update the travel plan to include the proposed 15 additional units.

Affordable Housing

- 6.25 Development Management Plan Policy DES6 applies to all types of residential development sites including changes of use, mixed use sites that incorporate an element of residential development, sheltered and extra care schemes (Use Class C3), conversions and any other developments where there is a net increase in the number of units on the site. Residential care homes and nursing homes (Use Class C2) are not required to provide affordable housing.
- 6.26 With regards to a residential scheme, Policy DES6 states that proposals which provide 11 or more units would need to provide 30% of the units as affordable housing.
- 6.27 For the consented proposal under ref: 16/02949/F, 25% of onsite affordable housing was agreed as a suitable contribution with a 60:40 tenure split between shared ownership and affordable rented which complies with the

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Core Strategy and Preston Planning Framework affordable housing requirement. However, Core Strategy Policy CS15 has now been superseded by DMP Policy DES6 and is no longer relevant.

- 6.28 In this case, 4 additional shared ownership units are proposed to account for the affordable provision for the re-plan of Area F. The applicants have confirmed that the proposed affordable housing units would be provided elsewhere on the site, specifically in Area E. These units have already been constructed, were previously private market units but would now be re-allocated for affordable housing. In order to ensure this provision, a section 106 agreement would need to be completed prior to the grant of planning permission to ensure their delivery.
- 6.29 The overall affordable housing provision across the site would remain at 25%, the same as in the consented scheme with an overall total of 60 units of affordable housing to be provided. The provision in this specific case is slightly below that required by DMP Policy DES6 but would nevertheless be in accordance with the site Masterplan and would maintain an appropriate balance between private and affordable housing on the larger development site.

Community Infrastructure Levy (CIL)

- 6.30 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and the exact amount would be determined and collected after the grant of planning permission.

Other Issues

- 6.31 Concerns have been raised by third parties with regards to flooding and the impact on drainage in the area. The site is located within Flood Zone 1 where the risk of flooding is assessed as low. The site would be linked into the site wide drainage infrastructure which has been approved by both Thames Water and the local drainage authority.
- 6.32 Concerns have been raised by third parties with regards to the impact of the proposals on trees and ecology on the site. An existing street tree at the front of the site is shown to be retained within the proposed development and provided with an appropriate growing environment. This was shown to be retained in the previous approved proposals and has been protected during the construction process. With regards to the impact on bio-diversity, the site has already been cleared in anticipation of development proceeding and is in use for parking associated with the on-going development. As such the bio-diversity interest of the site is assessed as low.
- 6.33 The loss of a private view and the loss of value in a property are not material planning considerations. Third parties have raised as a concern the impact of

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the proposal on the green belt and on a conservation area. It should be noted that the site is not in the green belt nor in a conservation area.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan type	Reference	Version	Date Received
Location Plan	1457-P-098	P1	23/12/2019
Proposed site plan	1457-P-101	P13	17/03/2020
Proposed north and east elevations	1457-P-411	P2	17/03/2020
Proposed south and west elevations	1457-P-412	P1	17/03/2020
Proposed Ground floor plan	1457-P-690	P1	17/03/2020
First floor plan	1457-P-691	P1	17/03/2020
Second floor plan	1457-P-692	P1	17/03/2020
Proposed roof plan	1457-P-693	P1	17/03/2020

Reason: To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. No development shall take place above ground level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

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Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

5. No development above ground level shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE3.

6. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (j) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework

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2019 and Policies DES1 and TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. No part of the development shall be first occupied unless and until the proposed vehicular access to Chetwode Road from Area F has been constructed and provided with a means within the private land of preventing private water from entering the highway and a means at the back edge of the highway of preventing highway water from entering the private land and visibility zones of 43 metres in both directions from a point 2.4 metres back into the access from the near side carriageway edge in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking /turning areas shall be retained and maintained for their designated purposes.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

9. The development hereby approved shall not be occupied unless and until a minimum of 5 of the car parking spaces have been provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and a further 5 of available spaces to be provided with power supply to provide additional fast charge socket in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

10. Prior to the occupation of the development hereby approve, the previously approved Travel Plan shall be revised to include the proposed flats and be submitted for the written approval of the Local Planning Authority in

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accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the already approved Travel Plan. And then the approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter, maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

11. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

12. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

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INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
3. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

4. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested

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in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

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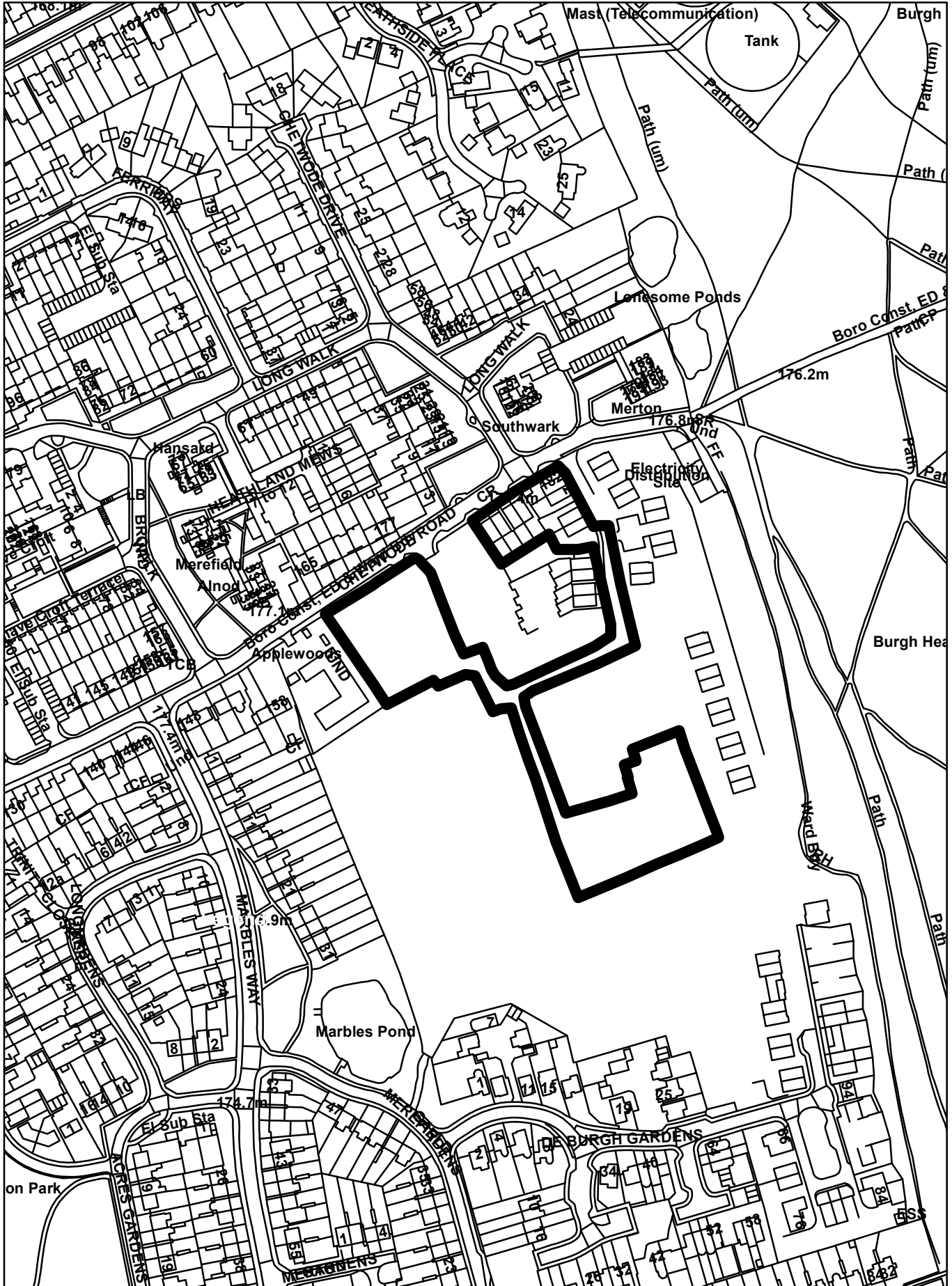
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS6, CS10, CS11, CS12, CS13, CS14, CS15, CS17, DES1, DES4, DES5, DES6, DES8, TAP1, CCF1, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

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19/02591/F - Site Of Former De Burgh School,
Chetwode Road, Tadworth



Agenda Item 5



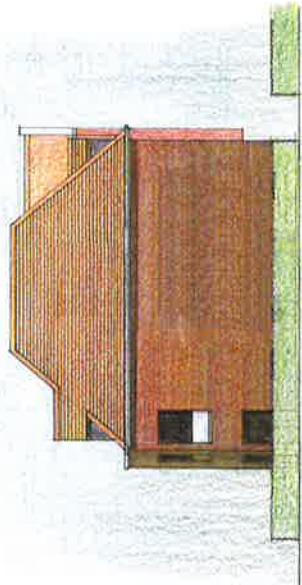
Notes

This drawing is for planning purposes only. It is not intended to be used for construction purposes. The drawing is the property of London Square Architects Ltd and shall remain the property of London Square Architects Ltd. All other rights reserved.

Project Name	Block A, East elevation
Project No	1457-P-410
Date	09/12/19
Scale	1:50
Author	LS
Check	LS
Appr	LS



Proposed Area D Block A North (North) Elevation (Block B handed)



Proposed Area D Block A East (East) Elevation (Block B handed)



Proposed Area D Block A South (South) Elevation (Block B handed)



Proposed Area D Block A West (West) Elevation (Block B handed)

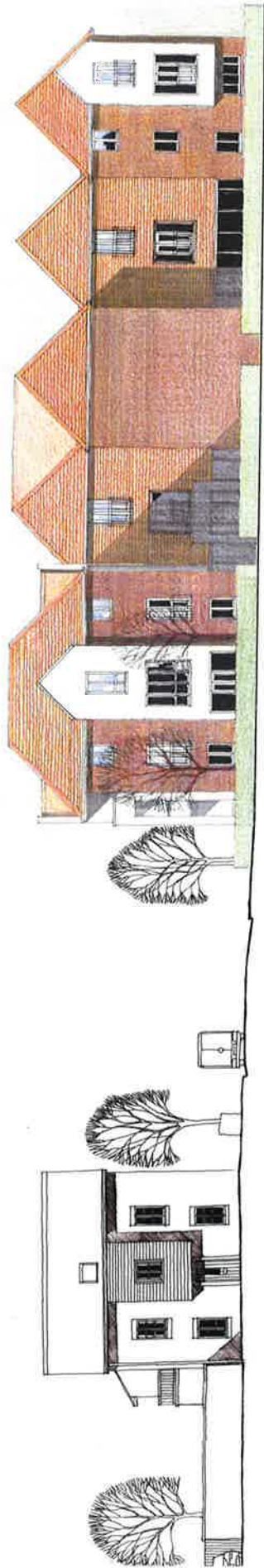
Planning Issue	
Site Name	Stanford Eastwell
Address	Alcove Road, Stansted, Essex, SS20 2JQ
Client	London Square Architects Ltd
Project No	1457-P-410
Date	09/12/19
Scale	1:50
Author	LS
Check	LS
Appr	LS
Project Name	Block A, East elevation
Project No	1457-P-410
Date	09/12/19
Scale	1:50
Author	LS
Check	LS
Appr	LS

Agenda Item 5

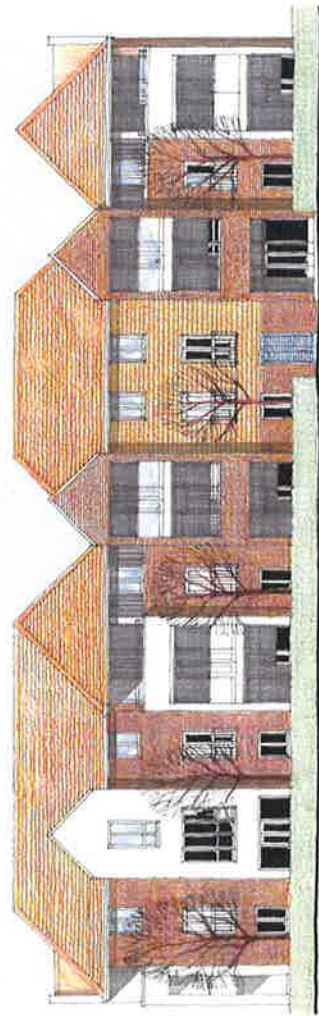


NOTES:
 The drawings are submitted for information only. The Council will not be responsible for any errors or omissions in the drawings. The Council will not be responsible for any costs incurred by the applicant in connection with the drawings.

Item	Date	By
P1	20.12.19	LS
P2	16.01.20	LS



Proposed Block F Block A North Elevation (Cheneville Road Elevation)



Proposed Block A, East Elevation

Planning Issue	
Stanford	Eastwell
APPROVALS Approved by the Planning Committee on 16.01.2020 Approved by the Planning Committee on 20.12.2019	
Author	Deborah Daniels - Planning Survey KT20 2019
Drawn	Deborah Daniels
Checked	Proposed Area F, Region North, East Elevation
Scale	1:500 @ A1
Date	December 2019
Ref No.	1457-P-411
Page	P2



Notes

1. All work to be carried out in accordance with the approved plans and specifications.
 2. The contractor shall be responsible for obtaining all necessary permits.
 3. The contractor shall be responsible for obtaining all necessary approvals.
 4. The contractor shall be responsible for obtaining all necessary consents.
 5. The contractor shall be responsible for obtaining all necessary licenses.
 6. The contractor shall be responsible for obtaining all necessary certificates.
 7. The contractor shall be responsible for obtaining all necessary permits.
 8. The contractor shall be responsible for obtaining all necessary approvals.
 9. The contractor shall be responsible for obtaining all necessary consents.
 10. The contractor shall be responsible for obtaining all necessary licenses.
 11. The contractor shall be responsible for obtaining all necessary certificates.

P1	First Floor	25.00 M ²	L5
P2	First Floor	25.00 M ²	L5
P3	First Floor	25.00 M ²	L5
P4	First Floor	25.00 M ²	L5
P5	First Floor	25.00 M ²	L5

External Material Specification

External Walls
 - Weatherproof masonry finished with
 - Main block to comply with relevant code
 - External finish to be as follows:
 - Weatherproof masonry finished with
 - Main block to comply with relevant code
 - External finish to be as follows:
 - Weatherproof masonry finished with
 - Main block to comply with relevant code
 - External finish to be as follows:

Roofing
 - Asphalt paving over concrete or timber
 - White UPVC
 - Round section UPVC gutters and
 - downpipes (colour: Black)
 - Polyurethane Insulated Metal Sheet
 (colour: Black)
 - * specify required glazing in submissions
 on loads and water count

Windows

UPVC windows (colour: White RAL 9003)
 with high performance multi-glazing
 (GPR optional double glazing) (G Door
 Finish: white with multi-glazed unit
 (optional double glazing) (Window Colour:
 optional) or as follows

Entrance Door

As per specification

Roofing

As per specification

Paintwork

White UPVC
 Round section UPVC gutters and
 downpipes (colour: Black)
 Polyurethane Insulated Metal Sheet
 (colour: Black)

Notes

* specify required glazing in submissions
 on loads and water count

Dwelling Type (bedroom / persons)

4 Bed 0 Person

Site Information Area (SIA)

1-5.845 m

Total Number of Pitches

12

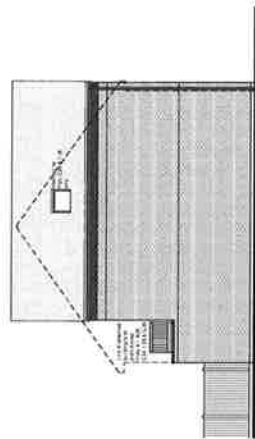
Applicable Plans

Area A - A100.1 A08
 Area B - B000
 Area C - C00
 Area D - D00
 Area E - E00
 Area F - F00
 Area G - G00.1 G00.2 G00.3 G00.4
 (2) Details provided

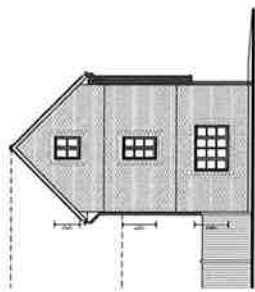
Planning Issue	
Stanford Architects	
1000 B A1	L5
May 2016	245
1457-P-605	
P5	



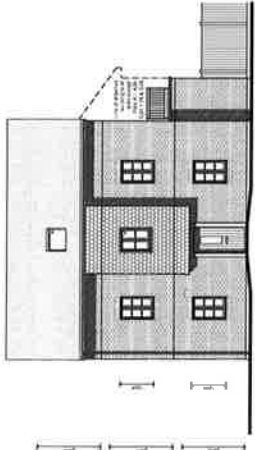
Front Elevation



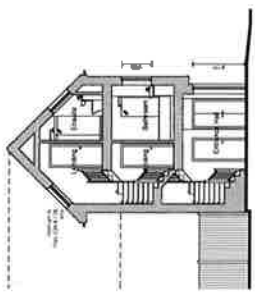
Side Elevation



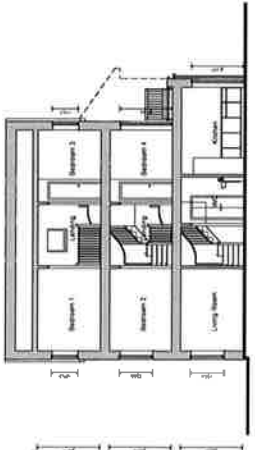
Rear Elevation



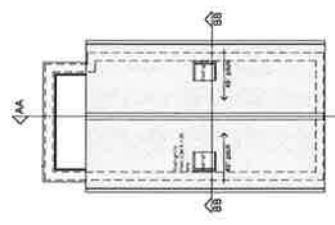
Front Elevation



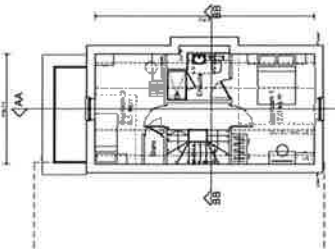
Section AA



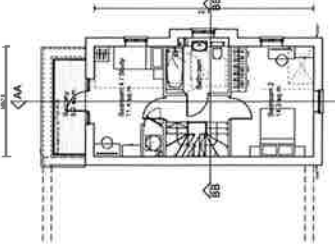
Section BB



Roof Plan



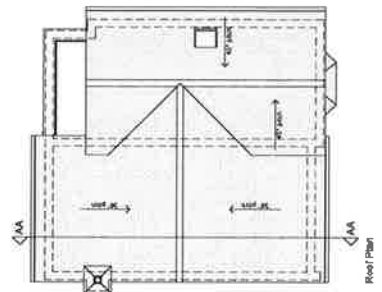
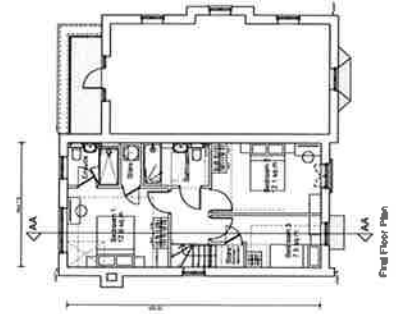
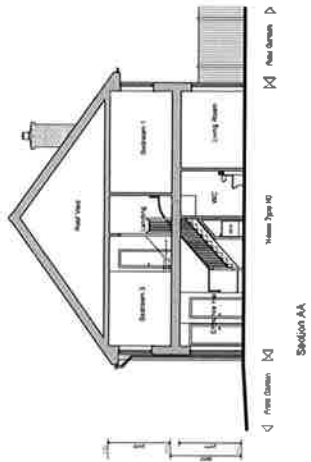
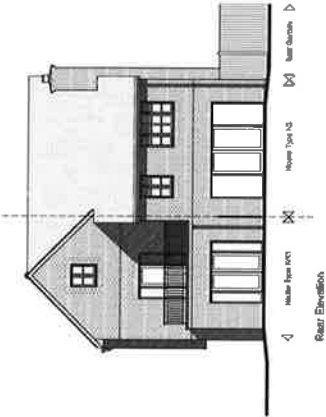
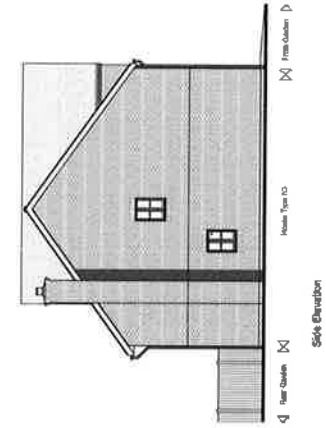
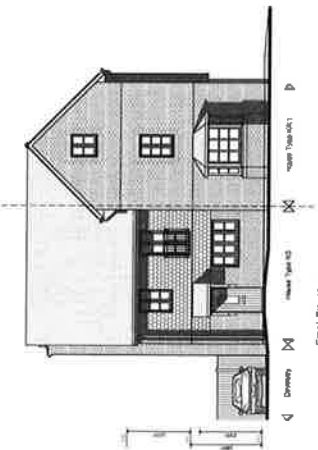
Second Floor Plan



First Floor Plan



Ground Floor Plan



Notes

1. All work to be completed in accordance with the Building Regulations and the relevant Building Control requirements.
2. All work to be completed in accordance with the relevant Building Control requirements.
3. All work to be completed in accordance with the relevant Building Control requirements.
4. All work to be completed in accordance with the relevant Building Control requirements.
5. All work to be completed in accordance with the relevant Building Control requirements.

Item	Date	By
P1 First Issue	25/07/18	LS
P2 Planning Issue	15/12/18	LS
P3 Section A4 Approval	31/03/17	LS
P4 Approval of window cycle amended		
P5 Section A4 Approval (revised)		

External Material Specification

External Walls: White brickwork with natural stone mortar.

Roofs: Asphalt/Gravel Deck with Clay roof tiles.

Windows: UPVC frames (colour white RAL 9003) with double glazing (Argon gas).

External Doors: UPVC frames (colour white RAL 9003) with double glazing (Argon gas).

Internal Doors: UPVC frames (colour white RAL 9003) with double glazing (Argon gas).

Flooring: Ceramic tiles (colour white RAL 9003).

Paintwork: White emulsion paint.

Roofing: Asphalt/Gravel Deck with Clay roof tiles.

Windows: UPVC frames (colour white RAL 9003) with double glazing (Argon gas).

External Doors: UPVC frames (colour white RAL 9003) with double glazing (Argon gas).

Internal Doors: UPVC frames (colour white RAL 9003) with double glazing (Argon gas).

Flooring: Ceramic tiles (colour white RAL 9003).

Paintwork: White emulsion paint.

Dwelling Type (Bedroom / Bathroom)

2 Bed 5 Person

Gross Internal Area (GIA)

104 sqm

Total Number of Floors

6

Applicable Prices

Area B - 827 (P)

Area C - C3 & C160

Area E - E3 & E170


Area F1 - Greenhouse tank

Planning Issue	
Client	Stanford Eathwell Architecture
Project Name	1457 P-623
Project Address	1457 P-623
Project Status	Permitted Development (Part 2, Class 5)
Project Date	15/12/18
Project Location	London, England
Project Type	House Type 1B Proposed Floor Plans & Elevations
Project Reference	1457 P-623
Project Date	15/12/18
Project Location	London, England
Project Type	House Type 1B Proposed Floor Plans & Elevations
Project Reference	1457 P-623

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	29 th April 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Hollie Marshall
	TELEPHONE:	01737 276010
	EMAIL:	Hollie.marshall@reigate-banstead.gov.uk
AGENDA ITEM:	6	WARD: Lower Kingswood, Tadworth and Walton

APPLICATION NUMBER:	19/01488/F	VALID:	14.08.2019
APPLICANT:	Vanderbilt Homes	AGENT:	Solve Planning Ltd
LOCATION:	LAND BOUNDED BY CHEQUERS LANE AND HURST DRIVE WALTON ON THE HILL SURREY		
DESCRIPTION:	Creation of vehicular access from Chequers Lane, erection of a two storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking. As amended on 19/12/2019, 22/01/2020 and on 03/02/2020		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the creation of vehicular access from Chequers Lane, the erection of a two-storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking. A new entrance into the site is proposed from Chequers Lane and the entrance road would head eastwards into the site and branch north and southwards.

To the north three detached dwellings would be sited. To the eastern side of the site is where the mansion block would be sited and to the south would be the parking area to serve the mansion block and one further detached dwelling. The 4 dwellings would be provided with areas of private garden spaces to the rear of these properties.

The mansion block would have garden areas to the north and east and landscaped areas would be provided around the parking area in the south eastern corner of the site. A total of 38 parking spaces are proposed.

The most northern part of the site is within the Walton on the Hill Conservation Area and the site is covered by numerous group and individual Tree Preservation Orders

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BAN94. The site is covered by the Walton on the Hill Residential Area of Special Character, and land to the west is designated Metropolitan Green Belt.

The apartment building would take the appearance of an Edwardian arts and crafts style house. The dwellings around the main building have been designed to read as ancillary structures, including coach houses, and a gate lodge. Each of these units are individually designed however they have a cohesive character that accords with one another and the main building proposed for the site. During the course of the application amendments have been secured to address initial concerns raised by the Conservation Officer and now subject to recommended conditions including materials, landscaping and boundary details, no objection is raised by the Conservation Officer.

During the course of the application, amendments have been sought to increase parking space numbers whilst also increasing the number of trees to be retained. Both these have been achieved through the submission of amended drawings and tree protection details and subject to a recommended tree protection and landscaping condition, no objection is raised by the Tree Officer

The proposal is not considered to result in a harmful impact upon neighbour amenity and the County Highways Authority has raised no objection subject to recommended conditions.

The application proposes a contribution towards offsite provision of affordable housing. This is considered acceptable in this case given the timing of the application's submission. It was submitted prior to the adoption of the Council's Development Management Plan and, at 14 dwellings, fell below the threshold whereby on-site affordable housing was required by the Local Plan, currently in force at that time. It is therefore considered unreasonable to require the scheme to be altered mid-way through its consideration to allow on-site affordable provision and presents further difficulties both in finding a Registered Provider for the units and their affordability. DMP Policy DES6 does allow for a contribution towards offsite provision of affordable housing in exceptional circumstances such as this. It is therefore considered that exceptional circumstances do exist in this instance to justify a contribution towards offsite affordable housing provision. The initial contribution of £270,000 put forward by the applicants was negotiated upwards by Officers to the £340,000 now agreed.

RECOMMENDATION(S)

Subject to the completion of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure:

- (i) The provision of a contribution of £340,000 towards offsite provision of affordable housing;
 - (ii) The Council's legal costs in preparing the agreement
- Planning permission is **GRANTED** subject to conditions.

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In the event that a satisfactorily completed obligation is not received by 29th September 2020 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

The proposal fails to provide an agreed affordable housing provision within the Borough of Reigate & Banstead, and is therefore contrary to policy CS15 of the Reigate and Banstead Core Strategy 2014 and policy DES6 of the Development Management Plan 2019.

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Consultations:

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions.

Conservation Officer: no objections subject to conditions.

Housing – no objection subject to affordable housing contribution

Divisional Crime Prevention Design Advisor - no objection subject to recommended condition

Sustainable Drainage SCC – no objection subject to conditions

UK Power Networks - no comments received

Sutton and East Surrey Water Company – no comments received

Walton Village Forum - objects on the grounds of flooding, harm to Conservaiton Area, Inadequate parking, inconvenience during construction, increase in traffic and congestion, noise and disturbance, overdevelopment and hazard to highway safety.

Tadworth and Walton Residents Association – In principle we support this application subject to minor changes suggested by the Conservation and Tree Officer. Three main concerns, loss of protected trees, inadequate parking and hazard to highway safety

Thames Water – There are public sewers crossing or close to the development. Informatives would be added to the decision

Minerals and Waste Planning SCC – ‘In terms of minerals and waste, I know of no nearby minerals or waste sites that would be affected (or could affect) this development proposal; and I note the site is not within a minerals area of search/safeguarding area. Therefore we do not have any further comments to make on this consultation.’

Surrey Wildlife Trust – no objection subject to conditions

Representations:

Letters were sent to neighbouring properties on 19th August 2019 and 23rd December 2019 , a site notice was posted 23rd August 2019 and advertised in local press on 29th August 2019.

13 responses have been received raising the following issues:

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Issue	Response
Hazard to highway safety	See paragraphs 6.27 – 6.28 and conditions 6, 7 and 8
Inadequate parking	See paragraph 6.21 – 6.27 and condition 7
Increase in traffic and congestion	See paragraph 6.28 – 6.28
Overdevelopment	See paragraph 6.3 – 6.8
Crime fears	See paragraph 6.55
Drainage/sewage capacity	See paragraph 6.56 and conditions 13 and 14
Flooding	See paragraph 6.56 and conditions 13 and 14
Harm to Conservation Area	See paragraph 6.8
Harm to Green Belt/countryside	See paragraph 6.53
Harm to wildlife habitat	See paragraph 6.31 – 6.38
Health fears	See paragraph 6.55
Inconvenience during construction	See paragraph 6.54
Loss of a private view	See paragraph 6.52
Loss of/harm to trees	See paragraph 6.17 – 6.20 and conditions 11 and 12
Noise and disturbance	See paragraph 6.15 – 6.16
Out of character with surrounding area	See paragraph 6.3 – 6.8
Overbearing relationship	See paragraph 6.9 – 6.15
Overlooking and loss of privacy	See paragraph 6.9 – 6.15
Overshadowing	See paragraph 6.9 – 6.15
Poor design	See paragraph 6.3 – 6.8
Property devaluation	See paragraph 6.52
Smells	See paragraph 6.52
Nearby residential developments	See paragraph 6.52
Alternative location/proposal preferred	See paragraph 6.52
Impact on infrastructure	See paragraph 6.57

1.0 Site and Character Appraisal

- 1.1 The site comprises a parcel of land the rear (south) of The Grange, Heath Drive. The parcel of land extends southwards to the entrance to Hurst Drive. The most northern part of the site is within the Walton on the Hill

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Conservation Area and the site is covered by numerous group and individual Tree Preservation Orders BAN94. The site is covered by the Walton on the Hill Residential Area of Special Character, and land to the west is designated Metropolitan Green Belt. The site is relatively well screened due to boundary vegetation, particularly along the boundary with Chequers Lane and is relatively flat.

- 1.2 The site was the garden of the Grange and was laid in 1921 by the landscape gardener Alfred Luff of Wimbledon for Walter Scott Henderson. It included an impressive circular rose garden and long herbaceous border with sunken paths, both backed by Yew hedges and a rock garden at the south end. These were all lost in the clearance works by previous owners around 2016. The garden was known for its rhododendrons, azaleas, Japanese maples and other shrubs. It is evident that these survive in a belt about 14 metres wide running the length of the east boundary although are overgrown.
- 1.3 To the north of the site is Heath Drive and immediately to the south is Hurst Drive. Both roads are characterised by large dwellings, individually designed that occupy spacious plots with a dominance of landscaping. Chequers Lane is verdant in character, particularly the western side which is bounded by fields.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought a reduction in the number of units was recommended, impact on trees to inform proposed layout and design guidance provided.
- 2.2 Improvements secured during the course of the application: During the course of the application amendments to the proposed layout have been sought to address concern over loss of trees and increase parking provision provided,
- 2.3 Further improvements could be secured: Conditions regarding the use of materials and tree protection would be added to a grant of permission.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--------------|---|---|
| 3.1 | 10/02095/TPO | On eastern boundary of larger rear garden Prune 1 Poplar tree by shortening back long extended branches plus as exempt work remove dead wood from 3 Lime trees and 1 stump Other tree works on this site to an Oak and 13 Limes are dealt with under a simultaneous conservation area notification. | Approved with conditions
1 August 2011 |
| 3.2 | 08/00930/TPO | Within southern half of large garden adjacent to Chequers Lane & Hurst | Approved with conditions |

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Drive Fell 1 Birch tree and Prune 8
other trees [2 Oak, 1 Lime, 1 Beech,
1 Catalpa, 3 Douglas Firs]

25 June 2008

4.0 Proposal and Design Approach

- 4.1 This is a full application for the creation of vehicular access from Chequers Lane, the erection of a two-storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking.
- 4.2 A new entrance into the site is proposed from Chequers Lane, at the approximate centre of the western site boundary. The entrance road would head eastwards into the site and branch north and southwards. To the north three detached dwellings would be sited. To the eastern side of the site is where the mansion block would be sited and to the south would be the parking area to serve the mansion block and one further detached dwelling.
- 4.3 The 10 apartment mansion block would be served by 22 parking spaces, 20 for the dwellings and 2 for visitors. 10 of the parking spaces would be within 2 car ports. The total number of spaces serving the 4 detached dwellings would be 16. This brings the total number of parking spaces for the site to 38.
- 4.4 The 4 dwellings would be provided with areas of private garden spaces to the rear of these properties. The mansion block would have garden areas to the north and east and landscaped areas would be provided around the parking area in the south eastern corner of the site.
- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.6 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as a pre-Victorian village. Historical infill has occurred throughout the preceding Victorian and Edwardian periods with additional developments around the 30's and 50's. This infilling has given the village its distinct character and appearance. Plot and dwelling sizes vary throughout Hurst Drive and Heath Drive. However, these are all predominantly spacious in appearance, maintaining a visual separation between each dwelling.
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	Site features meriting retention are listed as the majority of the trees across the site.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from the available options were to seek to address the comments made at pre-application stage

4.5 Further details of the development are as follows:

Site area	1.04 hectares
Existing use	Former garden land
Proposed use	Residential
Proposed parking spaces	38
Parking standard	33 (minimum)
Affordable housing contribution	£340,000
Net increase in dwellings	14
Proposed site density	13.5 dwellings per hectare
Density of the surrounding area	Heath Drive - 10.6 dwellings per hectare Wonford Close 13.3 Hurst Drive 17

5.0 Policy Context

5.1 Designation

Urban area
Residential Area of Special Character – Walton on the Hill
Tree Preservation Order – BAN94
Conservation Area – Walton on the Hill (most northern part of the site)

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS15 (Affordable Housing)

5.3 Development Management Plan 2019

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DES1 (Design of new development)
DES2 (Residential garden land development)
DES3 (Residential Area of Special Character)
DES4 (Housing mix)
DES5 (Delivering high quality homes)
DES6 (Affordable housing)
DES8 (Construction management)
TAP1 (Access, parking and servicing)
CCF1 (Climate change mitigation)
CCF2 (Flood risk)
NHE2 (Protecting and enhancing biodiversity and areas of geological importance)
NHE3 (Protecting trees, woodland areas and natural habitats)
NHE9 (Heritage assets)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
A Parking Strategy for Surrey
Parking Standards for Development
Householder Extensions and
Alterations
Affordable Housing

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Impact on trees
- Highway matters
- Amenity for future occupants
- Housing mix
- Wildlife
- Infrastructure contributions

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- Affordable Housing
- Other matters
- Community infrastructure levy

Design appraisal

- 6.3 The most northern part of application site is located within the Conservation Area and as such any development must cause no harm to the setting of the Conservation Area, in accordance with policy NHE9 of the Development Management Plan (DMP). The site as a whole is within a Residential Area of Special Character (RASC). The specific characteristics of RASCs include a prevailing low density character, with detached buildings set back from the road, within wide, spacious plots, and with mature soft landscaping, wide verges and a general leafy character and any proposal should retain, protect and enhance these characteristics as per policy DES3 of the DMP.
- 6.4 The application proposes the development of the site and the erection of a block of 10 apartments and 4 detached houses. The apartment building would take the appearance of an Edwardian arts and crafts style house. The main building includes features such as gable roofs, handmade clay tiles, steep roof pitches, short roof spans and limited roof accommodation.
- 6.5 The dwellings around the main building have been designed to read as ancillary structures, including coach houses, and a gate lodge. Each of these units are individually designed however they have a cohesive character that accords with one another and the main building proposed for the site. This design approach avoids a repetitive suburban style that would be out of character with the surrounding area. The proposed finishing materials would include a palette that complements local distinctiveness and the main building. The layout avoids undue formality and rigidity, and forms a grouping around the “main” flatted building. Subdivision of the frontages of the detached dwellings is largely avoided so that the development reads as a single site.
- 6.6 It is intended to include the outer boundaries and the consideration of the site's impact on the setting of the Conservation Area is a material consideration, as a small part of the site is within the Conservation Area, as the land formerly was part of the Grange of 1905. The garden was known for its rhododendrons, azaleas, Japanese maples and other shrubs. It is evident that these survive in a belt about 14 metres wide running the length of the east boundary it is considered these should be mapped and retained where they fall within areas of garden and soft landscaping. They are in need of management due to overgrowth from neglect and is recommended that this is secured by way of a landscaping condition.
- 6.7 It is considered the laurel boundaries to Chequers Lane and the south boundary should be retained or replanted as more typical of the Conservation Area in this vicinity than the proposed Yew or Beech hedging. Yew tends to occur in more formal use than a boundary hedge and Beech tends to be a late 20th century hybrid introduction. Any scheme to show the roadside verge

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in Chequers Lane and Hurst Drive retained outside the site, the two metre buffer of laurel to Chequers Lane retained in communal ownership, with some addition tree planting to the boundary. Again, this is recommended to be secured by way of a landscaping and boundary condition.

- 6.8 The Conservation Officer has raised no objection to the proposal subject to conditions regarding materials, landscaping and boundary treatments. As such, it would be considered the proposal would cause no harm to the character of the area and would comply with policies DES1, DES2 and DES3.

Neighbour amenity

- 6.9 The proposed development has been assessed with regards to its impact on the amenity of neighbouring properties. The main building would be sited towards the eastern part of the site with a separation distance of 20m to the eastern side boundary of the site. The neighbouring dwelling to the east is Cartmel Lodge, Wonford Close, and recently consent has been granted for a new dwelling to the front of this property (19/00027/F). The rear elevation of the apartment building would face towards the eastern boundary and the southern part of the garden of Cartmel Lodge and the plot of the consented dwelling would be sited. The new dwelling would be separated from the shared boundary by between 12m to 13m.
- 6.10 The eastern boundary of the site is lined with mature trees that provides a high level of screening between the two sites. The tree protection plans submitted with the application shows that these trees are within the application site boundary and therefore within the control of the application. The majority of the trees are to be retained as part of the application therefore maintaining the high level of screening between the sites. Conditions would be attached to secure the protection of these trees and furthermore these trees are protected by way of a Tree Preservation Order meaning any future works to or removal of these trees would require permission.
- 6.11 It is acknowledged that trees may become damaged or diseased and cannot be relied upon to provide permanent screening. However given the number of trees along this boundary, the total loss through these causes is considered unlikely, and the generous separation distance of approximately 32m is considered sufficient to avoid a harmful impact upon the amenities of Cartmel Lodge and the consented dwelling if built.
- 6.12 The pair of 'coach houses' would be separated from the northern site boundary by between approximately 23m to 25m, and the most easterly coach house separated to the eastern boundary by 12.7m. Given the level of separation to neighbouring dwellings, the proposal is not considered to result in a harmful impact upon the amenities of dwellings to the north and east of the site. As above in paragraphs 6.10 and 6.11, the boundary trees provide screening between the sites and condition recommended to secure tree protection.

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- 6.13 Tiburon Chequers Lane is a detached dwelling to the north of the site. Directly to the south of this dwelling is the proposed 'Gate House'. The proposed dwelling would be sited 27.5m south of the southern boundary of Tiburnon, with a separation distance of approximately 45m between the dwellings. Given this level of separation, this element of the proposal is not considered to result in a harmful impact upon the amenities of this dwelling in terms of overbearing, domination, loss of light or privacy.
- 6.14 To the south east of Tiburon would one of the 'Coach Houses'. The attached garage of the proposed dwelling would be sited 4.5m from the south eastern corner of the plot of Tiburnon, and the main dwelling sited approximately 10.6m from the corner of the plot. There would be separation distance of approximately 23m between the closest points of the proposed dwelling and Tiburnon. It is considered that given the level of separation and juxtaposition between the two plots, this element of the proposal would not result in a harmful impact upon the amenities of the dwelling Tiburnon.
- 6.15 Turning to the south east of the site is where the parking area of the apartments would be sited. There would be a separation distance of between 11m to 13m to the eastern boundary of the site, shared with White Cottage, Hurst Drive. A dense tree boundary exists to screen this element of the proposal from the neighbouring dwelling and during the course of the application, amendments have been sought to retain a higher number of trees. Given the level of separation and level of screening, the proposal is not considered to result in a harmful impact upon the amenities of this property in terms of noise and disturbance or overbearing.
- 6.16 The site would be residential in nature and is not considered to give rise to a harmful degree of noise and disturbance. Overall, the proposal is not considered to result in a harmful impact upon the amenities of neighbouring properties and complies with policy DES1, DES2 and DES3.

Impact on trees

- 6.17 The site is covered by a number of mature trees, many protected by way of tree preservation orders and these make a highly valued, positive contribution to the visual amenities of the area.
- 6.18 During the course of the application the Tree Officer noted the proposed layout has been designed to have minimal impact on the root protection areas (RPA) of the existing trees, most are part of TPO BAN 94 and therefore an important part of the local area. However, initially concern was raised about the short and long term impact this layout will have on the trees and ultimately the character of the area. The short term impact is the removal of sixteen protected trees is contrary policy NHE3 of the Reigate and Banstead Development Management Plan 2019 and therefore is unacceptable. With regards to the long term impact, the number parking spaces may be adequate for the residents, but will probably be inadequate for visitors and result in parking in any available spaces, for example underneath T785, T787 and T788, which part of G14 of the same order will result in soil compaction

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which will prevent roots from developing and functioning leading the premature loss of the affected trees. The distance between the guest house and T787 is a cause of concern, part of the crown is shown to be reduced to increase the distance between the house and tree, and this will require regular maintenance and will have an impact on its visual amenity. Amended plans were sought which has seen the creation of more parking spaces and also an amendment to the layout to retain more protected trees, most notably a beech tree near the eastern side boundary.

- 6.19 Following the submission of the amended drawings, further concern was expressed, noting that in order for the car park to be constructed this will require the levels to be lowered resulting in the loss of the existing rooting environment which is essential for the trees survival. Additional information was provided and the Tree Officer has made final comments:

'The addendum reference SJA air add 19478-01 dated January 2020 addresses my concerns regarding the installation of the car park will mean T865 and the surrounding trees will be integrated into the proposed layout. The arboricultural report does not show the location of the underground services and given the density of the trees and the lack of any underground constraints that will influence the rooting morphology, this information needs to be shown on the finalised tree protection plan to ensure the relevant protective measures are implemented.'

- 6.20 A condition is recommended to secure a finalised tree protection plan to be submitted and approved prior to commencement of development.

Highway matters

- 6.21 The application proposes a total of 38 parking spaces (excluding tandem). The 10 apartments would be served by 22 parking spaces that would comprise of 2 per dwelling and 2 visitor spaces. This meets the minimum car parking spaces required as per the DMP.
- 6.22 The 'Guest House' would be served by a detached double garage (6.5m in width; the minimum width measurement considered to count as double garage) and 4 parking spaces to the front of the garage, bringing the total to 6 parking spaces for this dwelling.
- 6.23 The 'Gate House' would be served by a detached garage (measuring 5.9m in width and therefore counted as a single parking space) and 2 parking spaces to the front, bringing the total to 3 parking spaces for this dwelling.
- 6.24 The 'Coach House' to the west would be served by an attached garage (5.9m in width at its narrowest point and therefore counted as a single parking space), and 2 parking spaces to the front, bringing the total to 3 parking spaces for this dwelling.
- 6.25 The 'Coach House' to the east would be served by an attached double garage (7.1m in width and therefore counted as 2 parking spaces) and 2

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parking spaces to the front, bringing the total to 4 parking spaces for this dwelling.

- 6.26 This gives a total of 16 parking spaces to serve the 4 dwellings which meets the minimum requirements for residential and visitor parking spaces.
- 6.27 The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. They are satisfied that adequate sightlines exist, commensurate with travel speeds along the road. The County Highway Authority therefore has no highway requirements subject to conditions. The conditions require the access to the site to be constructed in accordance with the site lines as shown on the plan numbered 1805058 SK01 C, the parking to be constructed and electric charge points all be provided prior to occupation. Prior to the commencement of development, a construction transport management plan is required to be submitted and approved by the Local Planning Authority.
- 6.28 An initial request by the CHA for a condition to require a footway to be created was retracted by the CHA, commenting: The footway on Chequers Road site frontage is unlikely in hind sight to make the site anymore sustainable than it currently is. The developer is proposing a footpath from the site to Hurst Drive from where users of the site could walk to Heath Drive and onto Howards Close where there are bus stops located. The bus service is 800 metres from the site. The bus service has a frequency of one bus every hour and one bus every two hours.

Amenity for future occupants

- 6.29 The proposed dwellings exceed the minimum internal space standards and accord with the requirements of policy DES5.

Housing mix

- 6.30 The application proposes 10 x 2 bedroom apartments and 4 x 4 bedroom houses. Accordingly the proposal would comply with policy DES4 and would include the provision of smaller homes.

Wildlife

- 6.31 The following report has been submitted in support of the application: 'Ecological Assessment' Land Rear of Kitlands, Chequers Lane, Walton on the Hill, author George Clutterbuck ACIEEM, Ethos Environmental Planning, Unit 2 The Old Estate Yard, North Stoke Lane, Upton Cheyney, Bristol BS30 6ND dated April 2019.
- 6.32 Surrey Wildlife Trust (SWT) have been consulted upon the application and noted in regard to bats the report appears appropriate in scope and methodology and has demonstrated likely absence within the structures

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subject to the current planning application. SWT therefore advise that bats do not appear to present a constraint to the proposed development.

- 6.33 SWT note that the application should ensure that the proposed development will not result in no net increase in external artificial lighting and a condition is recommended to secure details of any proposed external lighting.
- 6.34 With regard to Great Crested Newts (GCN), SWT have commented the submitted report provided no Habitat Suitability Index survey for either of the ponds identified with a 500m buffer of the site. However, due to the development site's low suitability for GCN and distance from the ponds, recommendations for precautionary working are appropriate working on the assumption of likely presence and should be adhered to as detailed in the above report. SWT therefore recommend that should the Council be minded to grant permission of the proposed development that the development proceed only in accordance with the methodology presented within paragraph 8.1.5 of the above referenced Ecological Assessment report. Where a Great Crested Newt is identified on site, all works should cease immediately and Natural England contact for advice as to whether a European Protected Species Licence may be necessary in order to facilitate development lawfully. A condition to secure the methodology would be actioned would be attached to a grant of permission.
- 6.35 There is a reasonable likelihood of reptiles being present within the development site. A condition is recommended to require the development to only proceed in a precautionary manner that will avoid the killing or injuring of any individual reptiles that may be identified during development as identified in the above report.
- 6.36 The development site appears to host some suitable badger foraging habitat. While the above referenced ecological report did not confirm the presence of badger within the development site, badgers are highly mobile and excavate new setts regularly. A condition is therefore recommended to secure that immediately prior to the start of development works, a survey of the site by an appropriately qualified ecologist should be undertaken, to check for any new signs of badger sett construction on site.
- 6.37 This development offers opportunities to restore or enhance biodiversity and such measures will assist the Local Authority in meeting the above obligation and also help offset any localised harm to biodiversity caused by the development process. Any trees that have been removed should be replaced by replanting suitable native species replacements. A tree protection condition and landscaping condition are recommended and include replacement planting requirements.
- 6.38 A condition is also recommended to incorporate recommendations in section 8 of the above report and the following; Providing bird and bat boxes erected on or integral within the new building as detailed above. Using native species when planting replacement and new trees and shrubs, preferably of local provenance from seed collected, raised and grown only in the UK, suitable for

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site conditions and complimentary to surrounding natural habitat. Planting should focus on nectar-rich flowers and/or berries as these can also be of considerable value to wildlife.

be encouraged to incorporate bat roosting opportunities as integral design features within the built development and implement the suggested enhancements as detailed in the above report.

Affordable Housing

- 6.39 Policy CS15 of the Core Strategy states that the Council will negotiate to achieve affordable housing taking account of the mix of affordable units proposed and the overall viability of the proposed development at the time the application is made. This Policy has been superseded by Policy DES6 of the DMP.
- 6.40 Policy DES6 of the Development Management Plan states the Council will negotiate affordable housing provision and contributions taking into account the specifics of the site, including financial viability. Criterion (b) requires developments providing 11 or more homes, 30% of the homes on the site should be affordable housing. In exceptional circumstances, where it can be robustly justified, should the Council consider it would not be suitable or practical to provide affordable housing on site it may accept affordable housing provided on an alternative site or as a payment in lieu.
- 6.41 In this instance, the planning application was submitted in August 2019 at which time policy CS15 of the Core Strategy required a financial contribution broadly equivalent to a provision of 20 percent affordable housing so that affordable housing can be provided elsewhere in the borough. The application was submitted with an undertaking to provide this.
- 6.42 Since this time, the Development Management Plan was adopted and the requirements of policy DES6 are now a material consideration and require 30% of the homes on the site to be affordable housing. Given the change in policy during the course of the application, it is not considered reasonable to require the scheme to be retrofitted to provide on-site affordable provision and its current form would make it difficult for a registered provider to take on units on site or that they would be affordable to local residents.
- 6.43 In exceptional circumstances, policy DES6 does allow for a contribution towards offsite provision of affordable housing. To address this, a contribution was sought from the applicant, higher than that originally required under policy CS15. The initially submitted contribution of £270,000 equivalent to the Core Strategy requirement was increased to £340,000 through negotiation.
- 6.44 The Applicant maintains *'at the time the application was submitted to the Council, the relevant Affordable Housing policy in force was policy CS15 from the adopted Core Strategy (July 2014), which, under part b), required residential developments of between 10 and 14 net dwellings to pay a financial contribution broadly equivalent of 20% affordable housing (£270,000), so that affordable housing could be provided elsewhere in the*

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Borough. The applicant was fully committed to pay this contribution in line with policy.

- 6.45 *Part way through the life of the application, the Council adopted its Development Management Plan (26 September 2019) which set different thresholds and standards for affordable housing provision. Policy DES6 became the relevant policy, where part b) specified that on all other developments providing 11 or more homes, 30% of the homes on the site should be affordable housing.*
- 6.46 *It further states that, where the Council consider it would not be suitable or practical to provide affordable housing on site, it may accept affordable housing provided as a payment in lieu.*
- 6.47 *It is clear that an application which transitions across two Policies requirements is going to have significant ramifications, however we are keen to continue to work constructively with the Council and, as such, we have been able to increase our affordable housing contribution beyond what would have been required under CS15, to a figure of £340,000.*
- 6.48 *Should the affordable housing contribution sought be beyond this amount, we would need to undertake a full viability review of the schemes commercial position, which experience suggests could likely result in an affordable housing offering far less than the £340,000 offered.;*
- 6.49 In this instance, it is considered reasonable to accept the raised offer made by the Applicant as a compromise between the two policy requirements. It also reflects the problems associated with a Registered Provider needing to buy a mixed block of rented, shared ownership and market dwellings in a single block with one entrance. This would require a re-design of the site with a residential block designated for affordable housing. Also given the extensive consultation undertaken with the Conservation Officer and amendments provided by the Applicant to achieve a high-quality design and layout that compliments the RASC and setting of the Conservation Area, further redesign would be further problematic. Amendments to the scheme to provide a second flatted residential development is considered to be detrimental to the design and layout proposed in this instance.
- 6.50 Furthermore the location and cost of the units will be challenging for future buyers of the individual units, not only the cost of buying the units but also a likely high service charge. Also, there are issues in attracting Registered Providers to buy a small number of dwellings such as the four that this site would provide.
- 6.51 Therefore, the proposed contribution is agreeable and the application is recommended for approval subject to the completion of a legal agreement to secure the affordable housing contribution.

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Other matters

- 6.52 Loss of a private view and property devaluation are not material planning considerations. Objection was raised on the grounds of setting a precedent; each application must be assessed on its own merits. The site would be in residential use and is not considered to give rise to a harmful impact upon amenities in regard to smells. Objection was raised on the grounds of other residential developments in the locality and no need for the development; each application must be assessed on its own merits.
- 6.53 Land beyond the Chequers Lane to the west of the site is within the Metropolitan Green Belt designation, however the proposal is considered significantly spaced so as to create an acceptable transition to the green belt beyond Chequers Lane. Furthermore, there are examples of development closer to this green belt boundary along Chequers Lane to the north and south of the site.
- 6.54 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement would be secured by planning condition
- 6.55 The proposal would result in the redevelopment of garden land, new boundary treatment is proposed and the development is not considered to cause crime issues. No significant health issues are considered to arise as a result of the planning application.
- 6.56 Objection was received on the grounds of drainage/sewage capacity. The site is within Flood Zone 1. Surrey County Council as the Lead Local Flood Authority have reviewed the submitted information and subject to recommended conditions, raise no objection to the application.

Community Infrastructure Levy (CIL)

- 6.57 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and, although the exact amount would be determined and collected after the grant of planning permission, an informal calculation shows a CIL liability of around £256,270.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
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To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Date Received
Street Scene	1846_080		14.08.2019
Arb / Tree Protection Plan	SJA TPP 19478-042a		03.02.2020
Proposed Plans	1805058-0100-01	C	03.02.2020
Location Plan	1846_001	D	29.07.2019
Floor Plan	1846_010	p8	29.07.2019
Floor Plan	1846_011	p7	29.07.2019
Floor Plan	1846_012	p8	29.07.2019
Roof Plan	1846_013	p7	29.07.2019
Floor Plan	1846_020	p5	29.07.2019
Roof Plan	1846_021	p4	29.07.2019
Proposed Plans	1846_025	p3	29.07.2019
Floor Plan	1846_030	p4	29.07.2019
Floor Plan	1846_031	p4	29.07.2019
Roof Plan	1846_032	p4	29.07.2019
Proposed Plans	1846_050	p5	29.07.2019
Proposed Plans	1846_055	p3	29.07.2019
Elevation Plan	1846_060	p2	29.07.2019
Elevation Plan	1846_065	p2	29.07.2019
Proposed Plans	1846_070	p1	29.07.2019
Proposed Plans	1846_075	p1	29.07.2019
Site Layout Plan	1846_006	p5	19.12.2019
Site Layout Plan	1846_005	p15	19.12.2019
Block Plan	1846_002	p3	19.12.2019
Landscaping Plan	855-MP-01	E	19.12.2019
Elevation Plan	1846_015	p11	19.12.2019
Elevation Plan	1846_016	p10	19.12.2019
Elevation Plan	1846_017	p9	19.12.2019
Elevation Plan	1846_018	p8	19.12.2019
Elevation Plan	1846_022	p8	19.12.2019
Elevation Plan	1846_033	p6	19.12.2019
Elevation Plan	1846_034	p6	19.12.2019
Elevation Plan	1846_085		19.12.2019
Elevation Plan	1846_052	p8	19.12.2019

Reason:

To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

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To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Development Management Plan 2019 policy DES1.

4. Notwithstanding the drawings, the proposed external finishing materials and details shall be carried out using the external facing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority;
 - a) The roof and tile hanging shall be of handmade sandfaced plain clay tiles.
 - b) All external joinery shall be of painted timber with architraved bargeboards with no box ends.
 - c) All casement windows shall be of white casements and external glazing bars of traditional profile, details of which should be submitted to and approved in writing by the LPA before installation.
 - d) All fascias shall be no more than two bricks depth.
 - e) All footpaths and drives shall be of fixed gravel.
 - f) Any rooflights shall be black painted metal conservation rooflight with a single vertical glazing bar.
 - g) The brick shall be sandfaced multistock brick a sample of which shall be submitted and approved in writing by the LPA before brickwork is commenced.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Development Management Plan policies DES1 and NHE9.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no works permitted by Class A (enlargement, improvement or other alteration of a dwellinghouse), Class B (The enlargement of a dwellinghouse consisting of an addition or alteration to its roof), Class C (other alterations to the roof of a dwellinghouse), Class D (The erection or construction of a porch outside any external door of a dwellinghouse), Class G(The installation, alteration or replacement of a chimney, flue or soil and vent pipe on a dwellinghouse) of Part 1 of the Second Schedule of the 2015 Order or its successors, shall be constructed (other than those expressly authorised by this permission) without an application.

Reason:

To protect the visual amenities of the area in accordance with the Development Management Plan 2019 policies DES1 and NHE9.

6. No part of the development shall be first occupied until the proposed vehicular access to Chequers Lane has been constructed and provided with sight lines of 2.4 metres back from the carriageway edge by 48 metres to the south and by 48 metres to the north, both as shown on the plan numbered 1805058 SK01 C and tactile paving and dropped kerbs at the pedestrian crossing points access the access and thereafter the visibility zones shall be

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kept permanently clear of any obstruction over 0.6metres high above the ground.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) vehicle routing
 - (g) measures to prevent the deposit of materials on the highway
 - (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (i) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and polices TAP1 and DES8 of the Development Management Plan 2019.

9. The development hereby approved shall not be occupied unless and until a minimum of two of the available parking spaces for the flats are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) and a minimum of 2 of the available parking spaces are fitted with the infrastructure to provide fast charge sockets (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 of the Development Management Plan 2019.

10. The development hereby approved shall not be occupied unless and until each of the proposed dwelling(s) are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 of the Development Management Plan 2019.

11. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalized Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings and location of site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies DES1 and NHE3 of the Development Management Plan 2019.

12. No development shall commence on site until a scheme for the landscaping of the site, including the retention of existing landscape features that include the surviving arts and crafts shrubbery (historic rhododendrons, azaleas, Japanese maples and other shrubs) in a belt approximately 14 metres wide running the length of the east boundary and the mapping and retention where they fall within areas of garden and soft landscaping, has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

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All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

Reason:

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, NHE9 and DES1 of the Development Management Plan 2019.

13. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
- a) The results of deep bore infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
 - b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. If deep bore infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of **3.28 l/s/ha** applied to the proposed impermeable area.
 - c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
 - d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.
 - e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason:

To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

14. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage

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system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason:

To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

15. The development hereby approved shall be undertaken in accordance with the methodology presented within paragraph 8.1.5 of the Ecological Assessment' Land Rear of Kitlands, Chequers Lane, Walton on the Hill, author George Clutterbuck ACIEEM, dated April 2019. Where a Great Crested Newt is identified on site, all works should cease immediately and Natural England contact for advice as to whether a European Protected Species Licence may be necessary in order to facilitate development lawfully.

Reason:

To protect the important species on the site in accordance with Policy NHE2 of the Development Management Plan 2019, Natural England standing advice and the provisions of the NPPF

16. The development hereby approved shall be undertaken in accordance with the precautionary methods and enhancement recommendations in section 8 of the Ecological Assessment' Land Rear of Kitlands, Chequers Lane, Walton on the Hill, author George Clutterbuck ACIEEM, dated April 2019.

Reason:

To protect the important species on the site in accordance with Policy NHE2 of the Development Management Plan 2019, Natural England standing advice and the provisions of the NPPF

17. Immediately prior to the start of development works, a survey of the site by an appropriately qualified ecologist shall be undertaken, to check for any new signs of badger sett construction on site. Details of the badger survey and results shall be submitted to and approved in writing by the Local Planning Authority. If any badger activity is detected a suitable course of action shall be submitted to and approved in writing by the local planning authority to prevent harm to this species.

Reason:

To protect the important species on the site in accordance with Policy NHE2 of the Development Management Plan 2019, Natural England standing advice and the provisions of the NPPF

18. Prior to commencement of development, details of external lighting, including proposed operating times and details of shielding to control light spill, shall be submitted to and approved, in writing, by the Planning Authority, and there shall be no variance in external lighting other than as approved.

Reason:

In the interests of the amenities of neighbouring residential properties and to ensure the protection of the protected species with regard to Development Management Plan 2019 policy NHE2 and Reigate and Banstead Core

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Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

19. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

20. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. Your attention is drawn to the fact that this permission is subject to a legal agreement the provisions of which should be complied with in full. A payment of affordable housing contributions is required and there is a requirement to

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notify the Council in advance of commencement of development. Payment of **£340,000** then becomes due.

On commencement of development, notice should be sent to the Planning Authority in writing or email to planning.applications@reigate-banstead.gov.uk advising that works have started. The sum described above is payable within a period of 28 days from commencement of development.

The development, once started, will be monitored by my enforcement staff to ensure compliance with the legal agreement and the conditions. Failure to pay the agreed infrastructure contribution will result in legal action being taken against the developer and/or owner of the land for default of the relevant agreement.

4. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
5. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

6. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements
7. Any deep excavations left overnight should be provided with a ramped means of escape and stockpiles of soft materials shall be covered overnight to prevent badgers excavating new setts.
8. All clearance works should ideally be taken when common reptiles are likely to be fully active i.e. during the April to September period
 - Clearance of logs, brash, stones, rocks or piles of similar debris will be undertaken carefully and by hand.
 - Clearance of tall vegetation should be undertaken using a strimmer or brush cutter with all cuttings raked and removed the same day. Cutting will only be undertaken in a phased way which may either include:
 - o Cutting vegetation to a height of no less than 30mm, clearing no more than one third of the site in anyone day or;
 - o Cutting vegetation over three consecutive days to a height of no less than 150mm at the first cut, 75mm at the second cut and 30mm at the third cut
 - Following removal of tall vegetation using the methods outlined above, remaining vegetation will be maintained at a height of 30mm through regular mowing or strimming to discourage common reptiles from returning.
 - Ground clearance of any remaining low vegetation (if required) and any ground works will only be undertaken following the works outlined above.
 - Any trenches left overnight will be covered or provided with ramps to prevent common reptiles from becoming trapped.
 - Any building materials such as bricks, stone etc. will be stored on pallets to discourage reptiles from using them as shelter. Any demolition materials will be stored in skips or similar containers rather than in piles on ground.
 - Should any common reptiles be discovered during construction, which are likely to be effected by the development, works will cease immediately. The developer will then seek the advice of a suitably qualified and experienced

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ecologist and works will only proceed in accordance with the advice they provide.

9. Public sewers run through or close to the development site. The Applicant is advised to contact Thames Water Risk Management Team prior to the commencement of development; Tel: 020 3577 9483 or email: wwriskmanagement@thameswater.co.uk and for information regarding surface water drainage. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services is required. More information can be found at www.thameswater.co.uk.
10. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
11. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
12. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
13. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
14. Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development

Agenda Item 6

Planning Committee
29th April 2020

Agenda Item: 6
19/01488/F

Management Plan 2019 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

15. The development shall achieve standards contained within the Secured by Design award scheme to be successfully granted the award.

REASON FOR PERMISSION

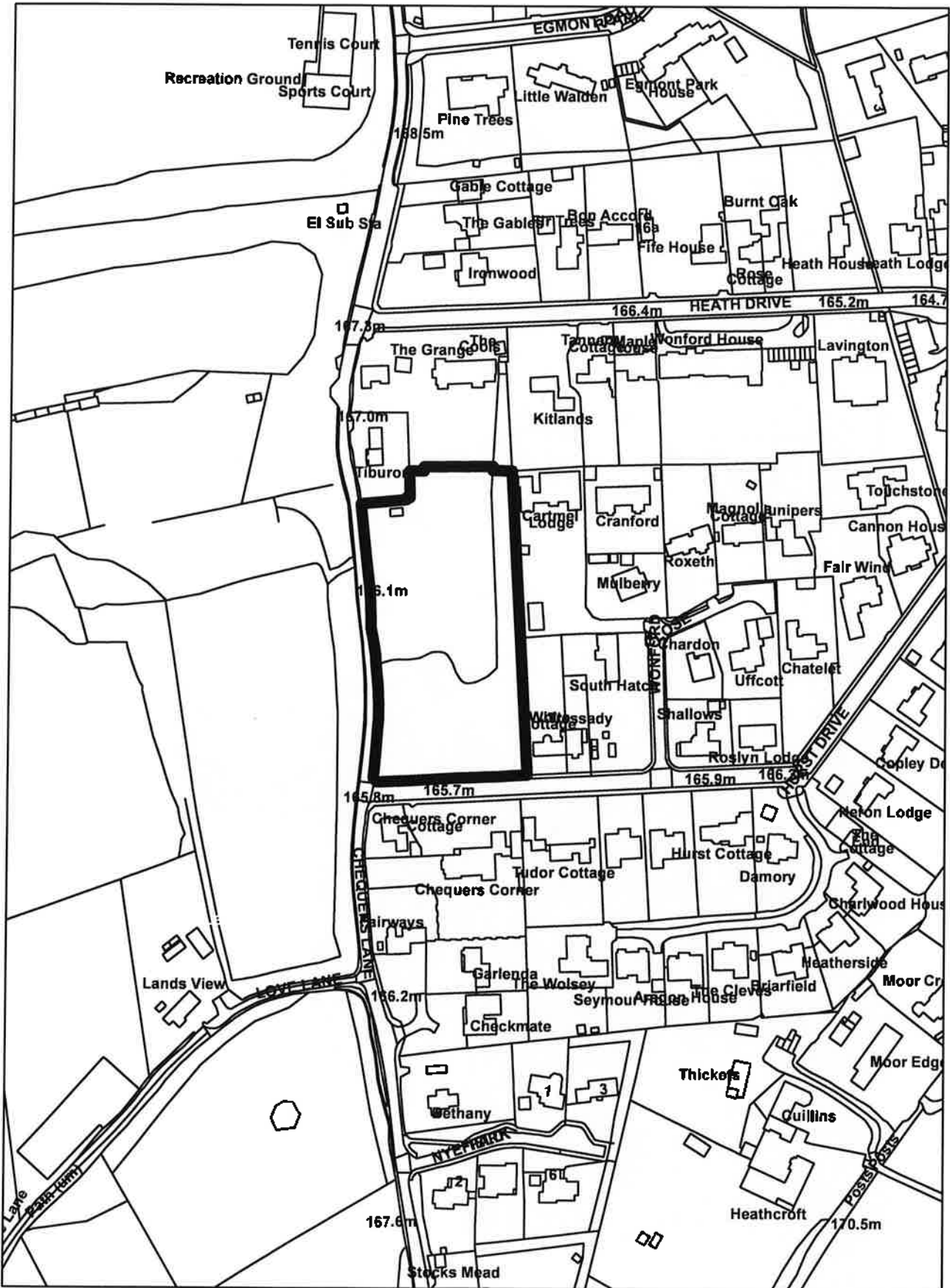
The development hereby permitted has been assessed against development plan policies DES1, DES2, DES3, DES5, DES6, DES8, TAP1, CCF1, CCF2, NHE2, NHE3, NHE9, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

Agenda Item 6

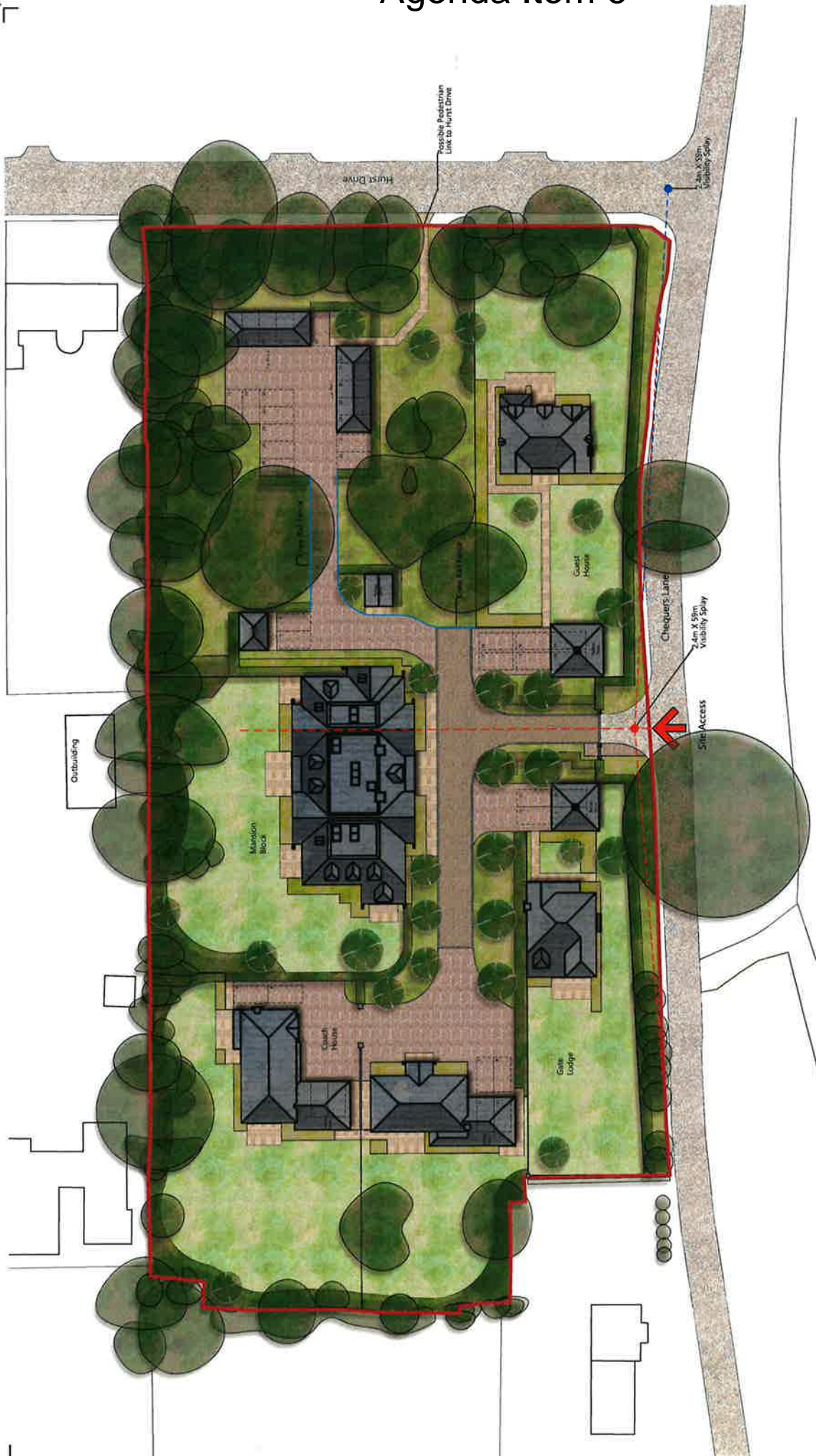
19/01488/F - Land Bounded By Chequers Lane & Hurst Drive, Walton On The Hill



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Scale 1:2,500

Agenda Item 6



PRELIMINARY ISSUE

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 ARCHITECTS SURREY GU11 3UY 01483 101661
 LYTFE ASSOCIATES.COM

CLIENT Vanderbit Homes

PROJECT Land at Kitlands

TITLE Proposed Site Plan

SCALE 1:3500 @ A3

CHECK DATE 08.12.19

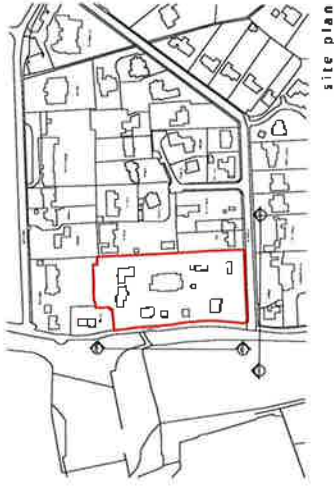
CM DP

DRAWING NUMBER 1846_005

REV REV

REV ATTENDMENT

05 Parking and Access



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REV	AMENDMENT	BY	CHKD	DATE

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ARCHITECTS

THE FOUNTAIN HEAD, QUAREY STREET, GUIDFORD
SURREY GU7 3UY, ENGLAND
LYTLE-ASSOCIATES.CO.UK

TITLE	PROJECT	CLIENT
Proposed Street Elevations	Land at Kitlands	Vanderbilt Homes



DRAWING NUMBER	REV
1846_080	-

Agenda Item 6



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REV. 01/14/14 BY: [redacted] DATE: [redacted] CM: [redacted] DP: [redacted] M: [redacted]

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SURREY GU1 3UY 01483 361661
LYTLE-ASSOCIATES.COM

PROJECT: Land at Kitlands

CLIENT: Vanderbilt Homes

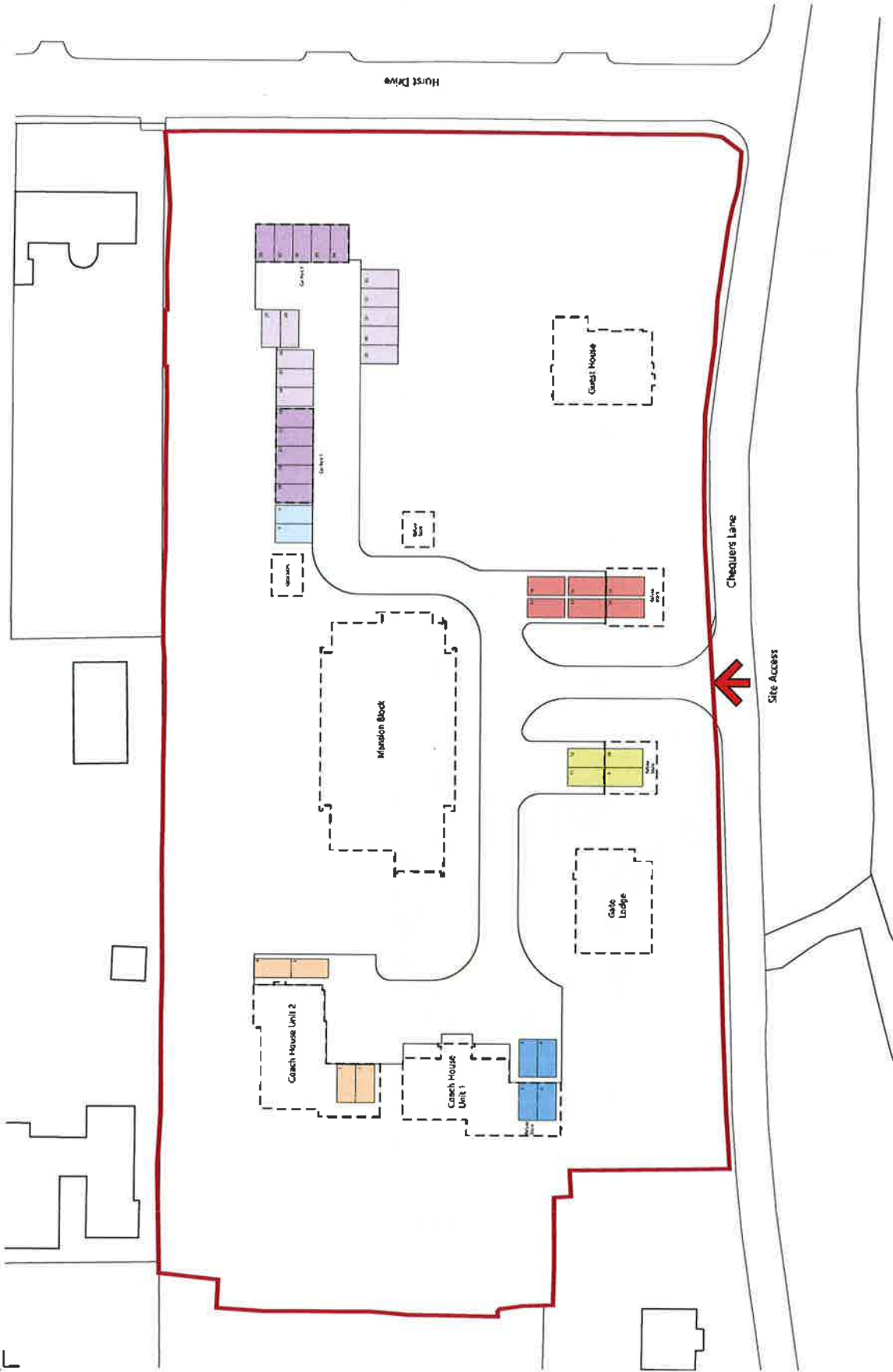
TITLE: Proposed Site Plan

DRAWING NUMBER: R14

1846_005 p14

Agenda Item 6

- Parking Key:**
- Mansion Block Parking
 - Mansion Block Parking (Covered)
 - Guest House Parking
 - Coach House Unit 1 Parking
 - Coach House Unit 2 Parking
 - Gate Lodge Parking
 - Visitor Parking



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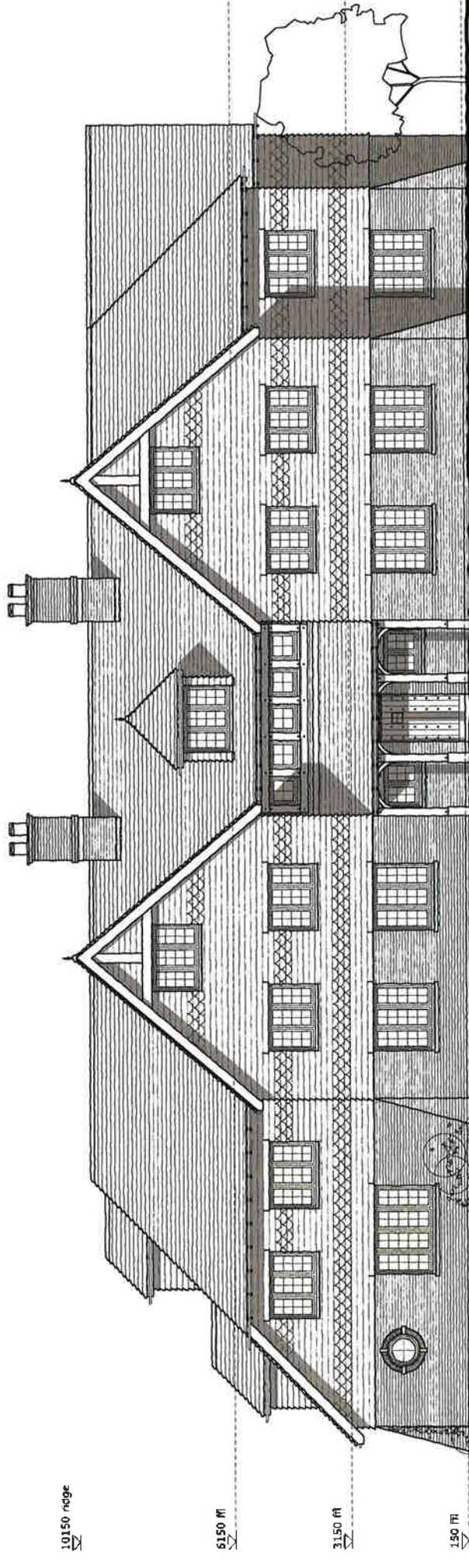
REV: 01/2024
 BY: [Signature]
 CHECK: [Signature]
 DATE: 01/2024

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THE FOUNTAIN HEAD, QUARRY STREET, GUILFORD, SURREY, GU7 3UY (01483 301661)
 LYTLE-ASSOCIATES.COM

CLIENT: Vanderbilt Homes
 PROJECT: Land at Kitlands
 TITLE: Proposed Parking and Refuse Plan

DRAWING NUMBER: 1846_006
 REV: p4



front (east) elevation

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REV.	DESCRIPTION	BY	CHECK	DATE
01	Changes and alterations	CW	DP	

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THE FOUNTAIN HEAD QUARRY STREET GUILDFORD
SURREY GU1 3UV C1483 301661
LYTLE ASSOCIATES CO. INC.

PROJECT
Land at Kitlands

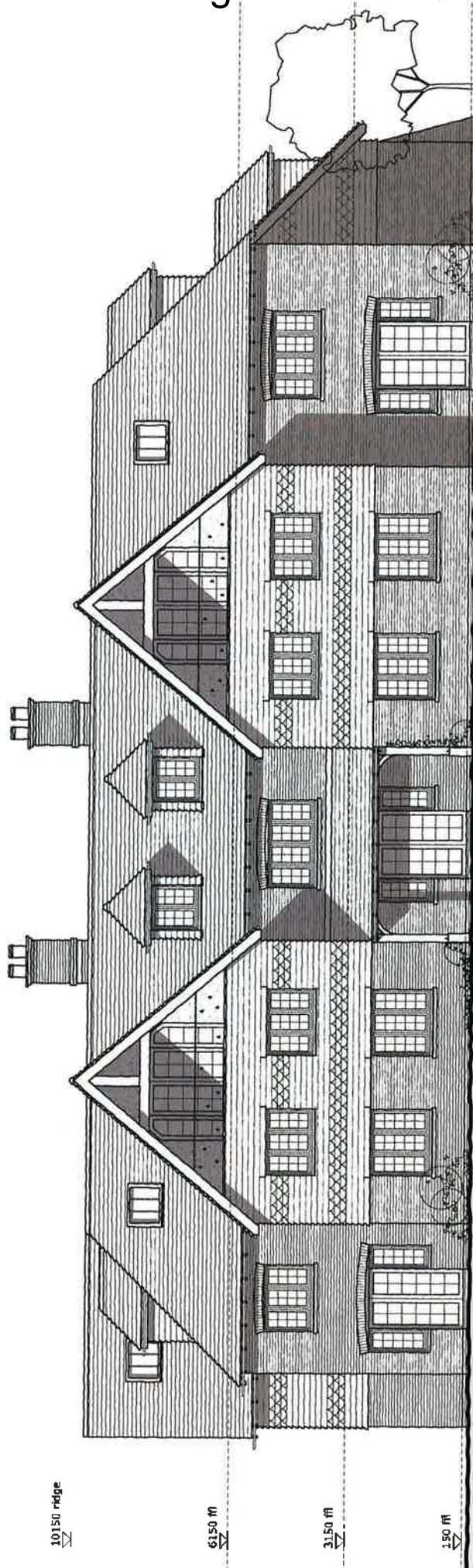
CLIENT
Vanderbilt Homes

TITLE
Proposed Front (East)
Elevation

DRAWING NUMBER
1846_015 p1]

REV

Agenda Item 6



rear (west) elevation

10150 ridge

6150 m

3150 m

150 m

PRELIMINARY ISSUE

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REV: ATTENDANCE

BY: CHUCK OATS
CAI DP

00 Chimney-start elevations

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SURREY GU7 3UY 01483 301661
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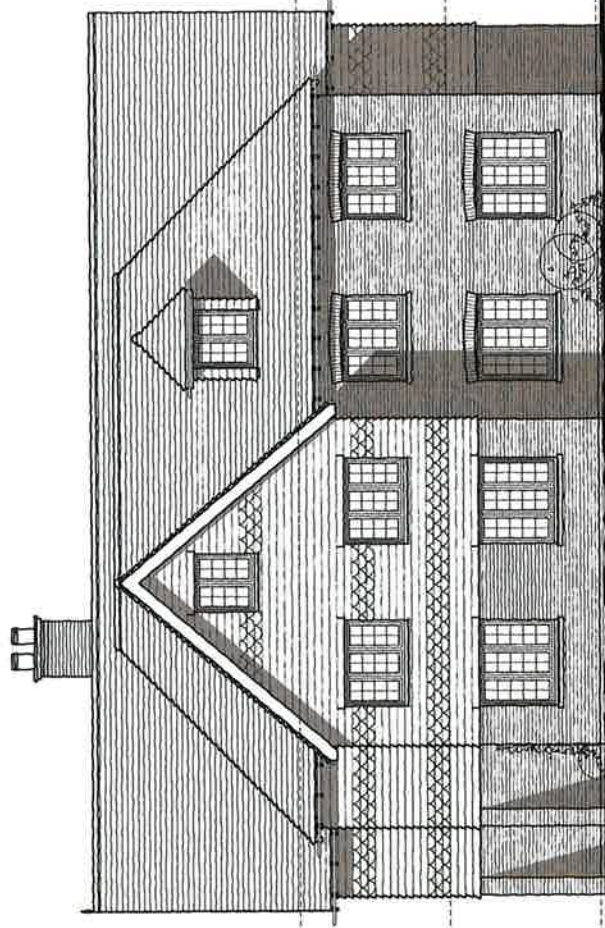
CLIENT
Vanderbilt Homes

PROJECT
Land at Kitlands

TITLE
Proposed Rear (West)
Elevation

DRAWING NUMBER
1846_016 p19

REV



side (north) elevation

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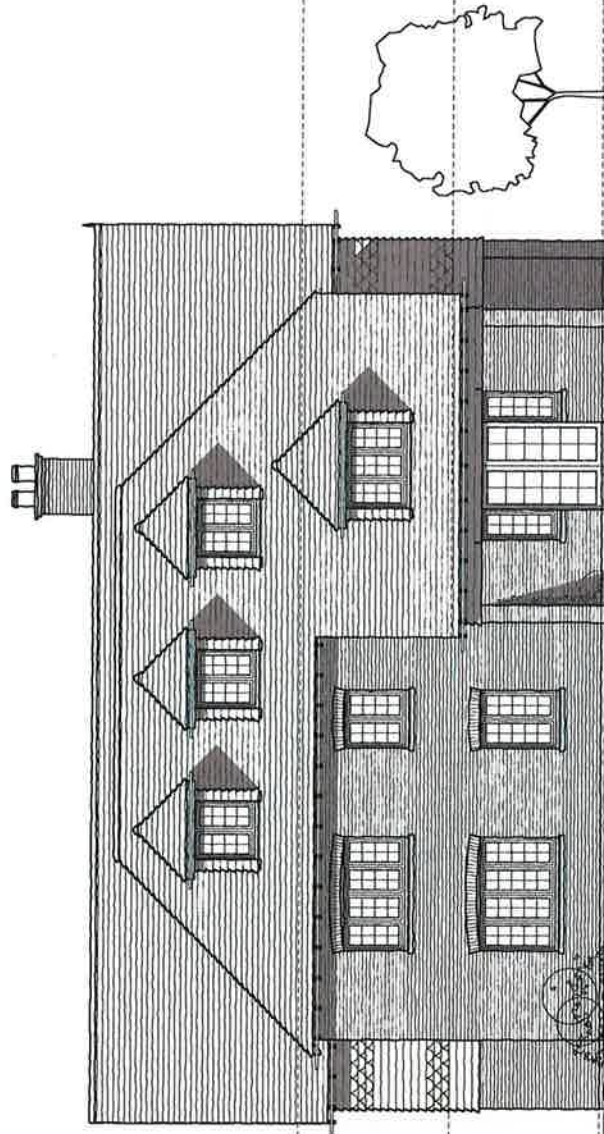
REV. APPROVED BY: CM DP
 05 Christy risk alterations

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 THE FOUNTAIN HEAD QUARRY STREET GUILDFORD
 SURREY G7T 2UY 01483 301681
 LYTF.ASSOCIATES.CO.UK

CLIENT: Vanderbilt Homes
 PROJECT: Land at Kitlands

TITLE: Proposed Side (North) Elevation
 DRAWING NUMBER: 1846_017
 REV: p9

SCALE: 1:100 @ A3
 0 1 2 3 4 5M



side (south) elevation

10150 ridge

6150 m

3150 m

150 ft

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BY: **CHENEY** DATE: **06/20/2018**
 OF: **CHENEY ARCHITECTS**

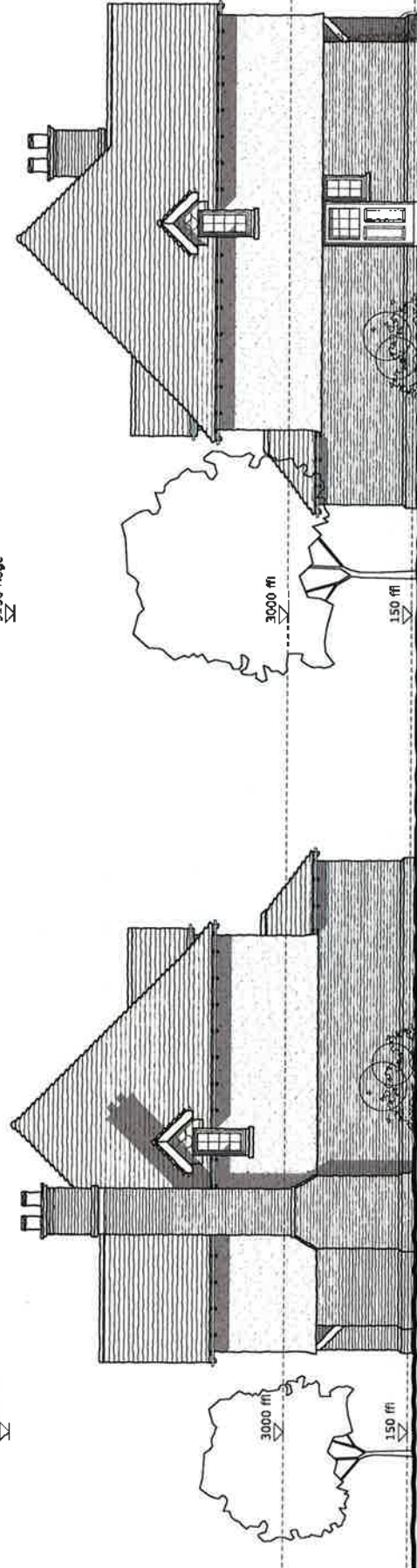
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 SURREY GU1 2UV 01483 301661
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PROJECT: **Land at Kitlands**
 CLIENT: **Vanderbilt Homes**
 SCALE: **1:100 @ A3**

Proposed Side (South)
 Elevation

1846_018 p8



side (west) elevation

side (east) elevation

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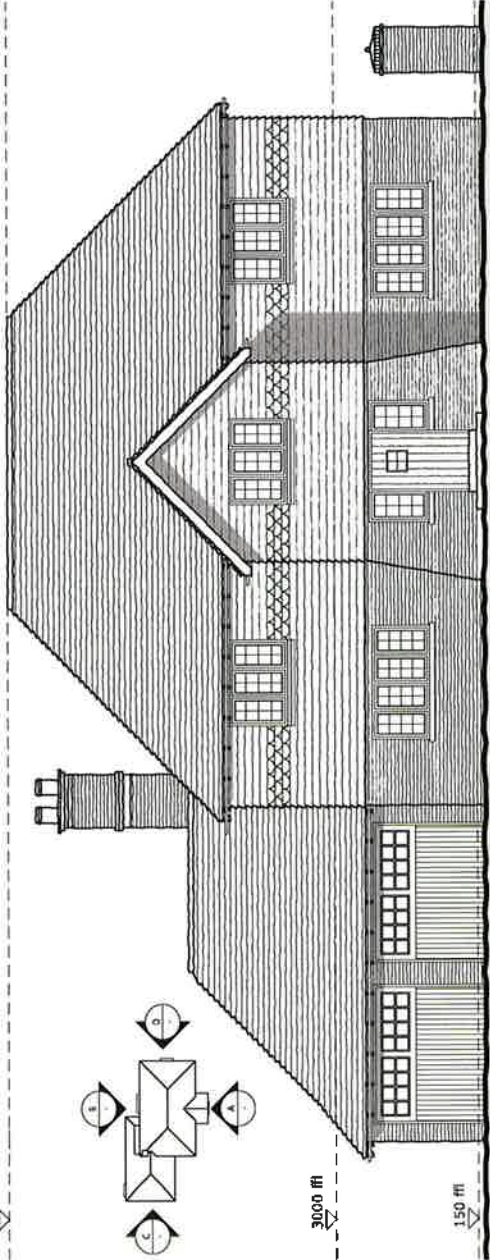
REV: 01-15-2023 BY: CM DATE: 01-15-2023
 05 - Chimney stack elevations CM 3P

Lytle Associates ARCHITECTS

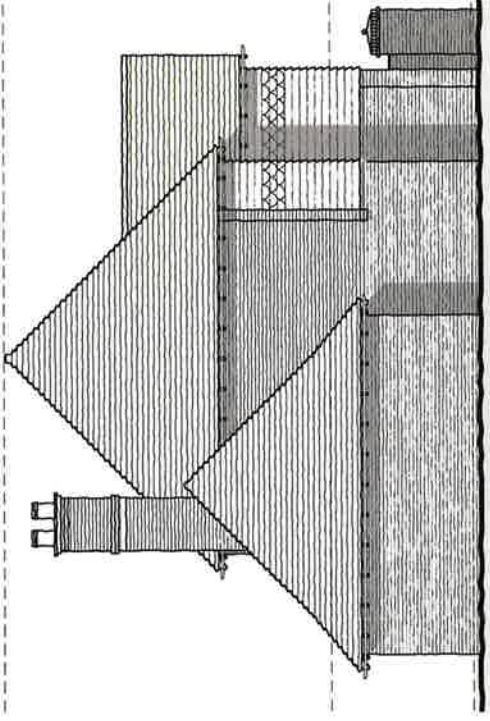
THE FOURTAIN HEAD QUARRY STREET GUIHDFORD
 SURREY GU1 3UY (01483 301661)
 LYTLE-ASSOCIATES.COM

CLIENT: Vanderbilt Homes
 PROJECT: Land at Kitlands
 SCALE: 1:100 @ A3

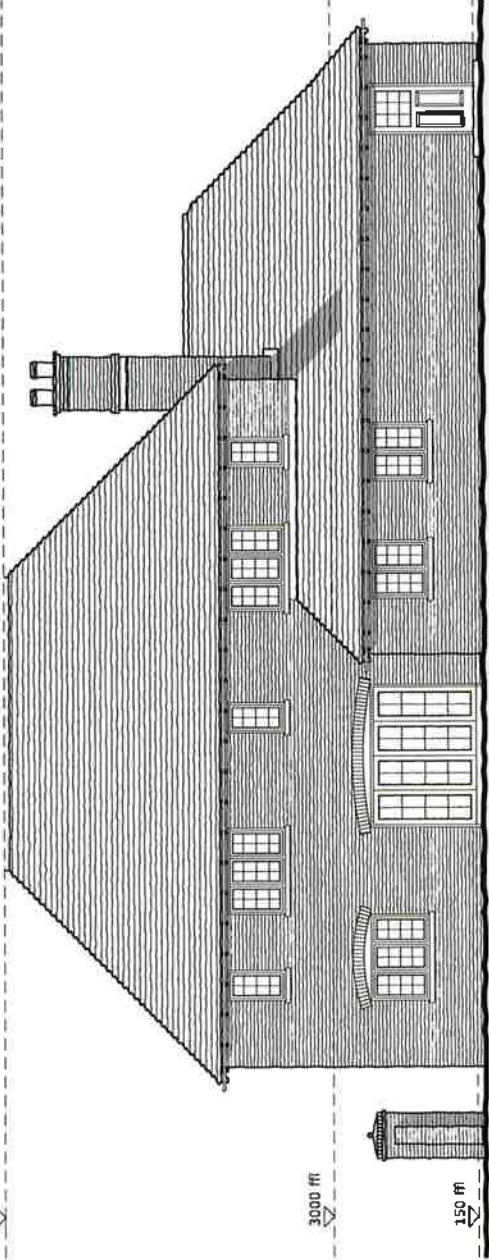
TITLE: Proposed Side Elevations
 DRAWING NUMBER: 1846_023
 REV: p5



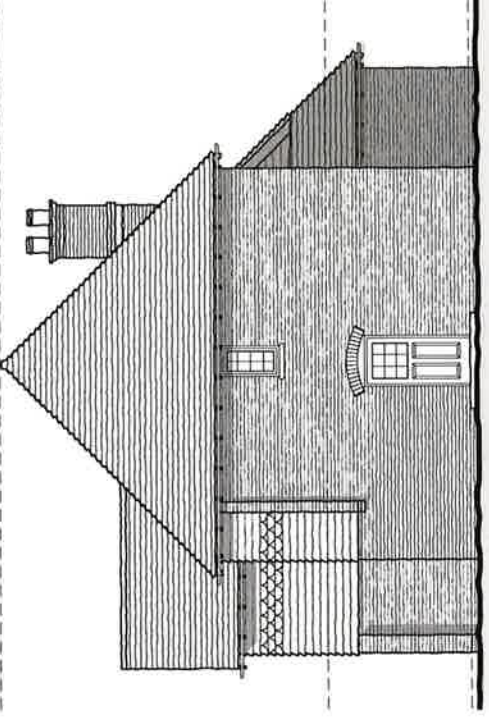
Unit 1 front elevation A



Unit 1 side elevation C



Unit 1 rear elevation B



Unit 1 side elevation D

PRELIMINARY ISSUE

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REV. 01/2018
 DATE: 01/2018
 DRAWN BY: J. B. LYTTLE
 CHECKED BY: J. B. LYTTLE
 DATE: 01/2018

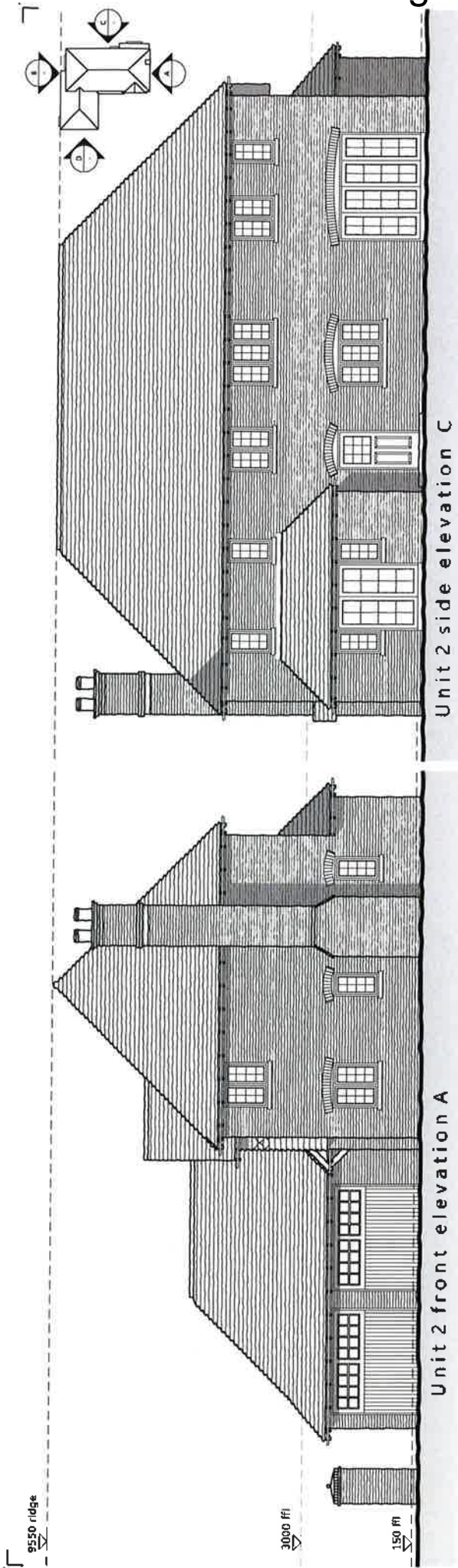
Lytle Associates

ARCHITECTS
 1400 QUARRY STREET
 SUITE 100
 GUILDFORD, VA 22183-3016

PROJECT: Land at Kittlands
 CLIENT: Vanderbilt Homes

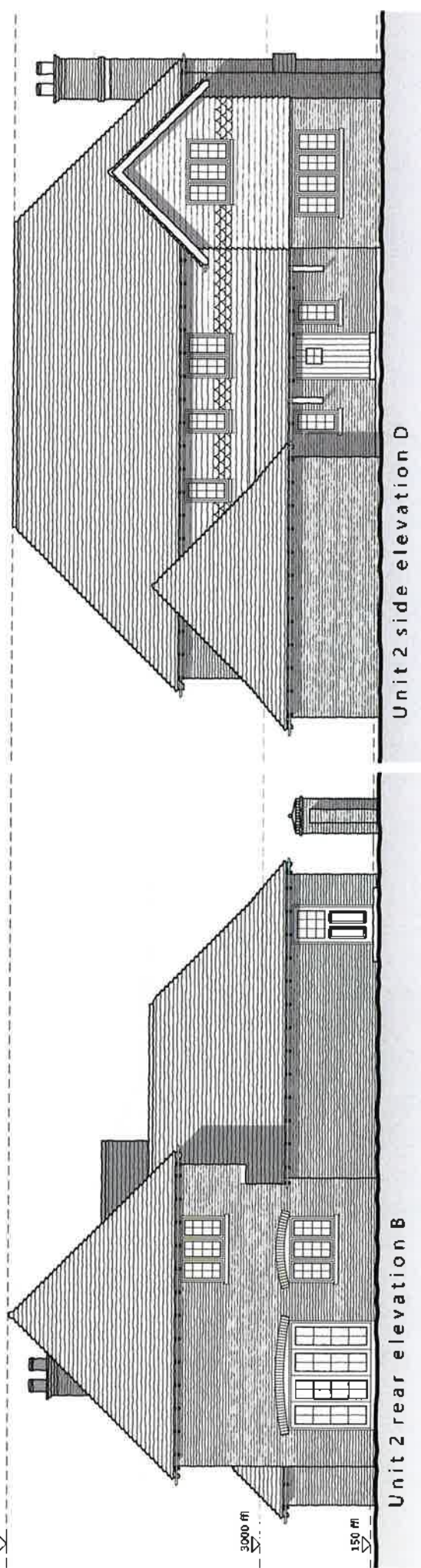
TITLE: Coach House Unit 1 Elevations

DRAWING NUMBER: 1846_033
 REV: pg



Unit 2 side elevation C

Unit 2 front elevation A



Unit 2 side elevation D

Unit 2 rear elevation B

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DATE: 11/11/11
 BY: [Signature]
 CHECKED: [Signature]
 CM: [Signature]
 DP: [Signature]

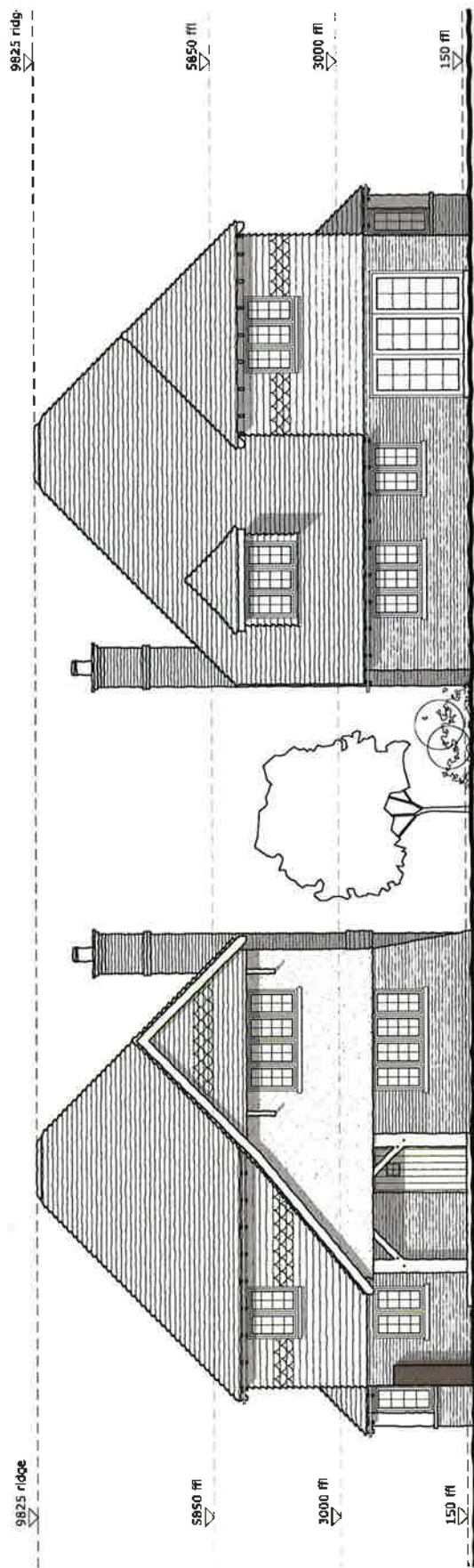
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PROJECT: Land at Kitlands
 CLIENT: Vanderbilt Homes

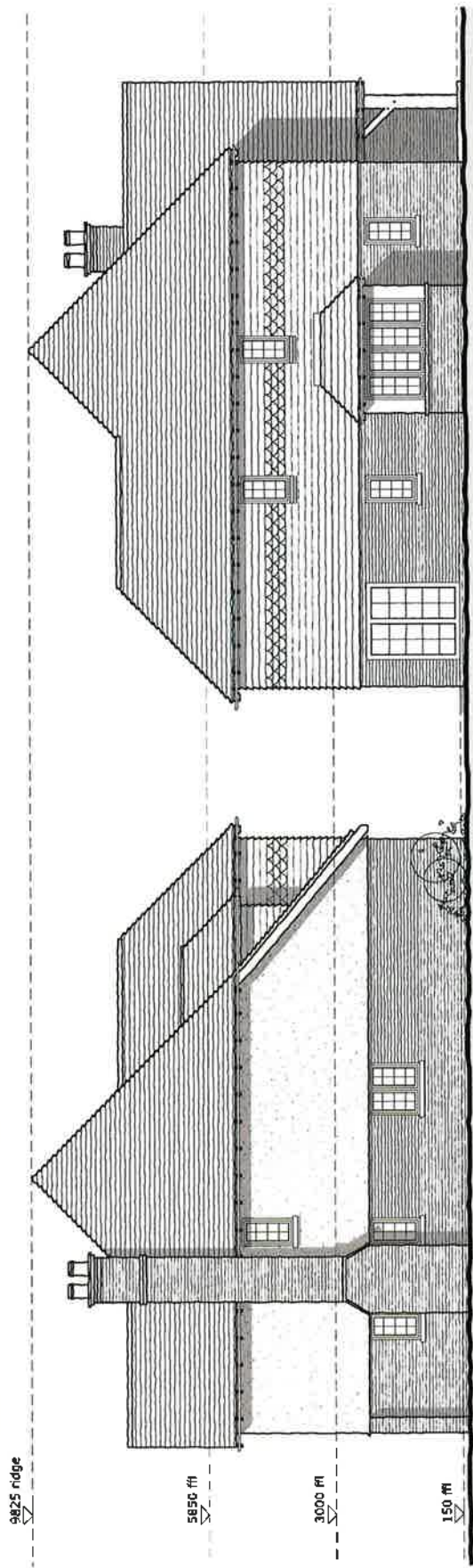
THE FOUNTAIN HEAD, QUARRY STREET GUILDFORD
 SURREY GU7 3UY 01483 30166
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TITLE: Coach House Unit 2
 Proposed Elevations

DRAWING NUMBER: 1846_034
 REV: p6



front elevation rear elevation



side elevation side elevation

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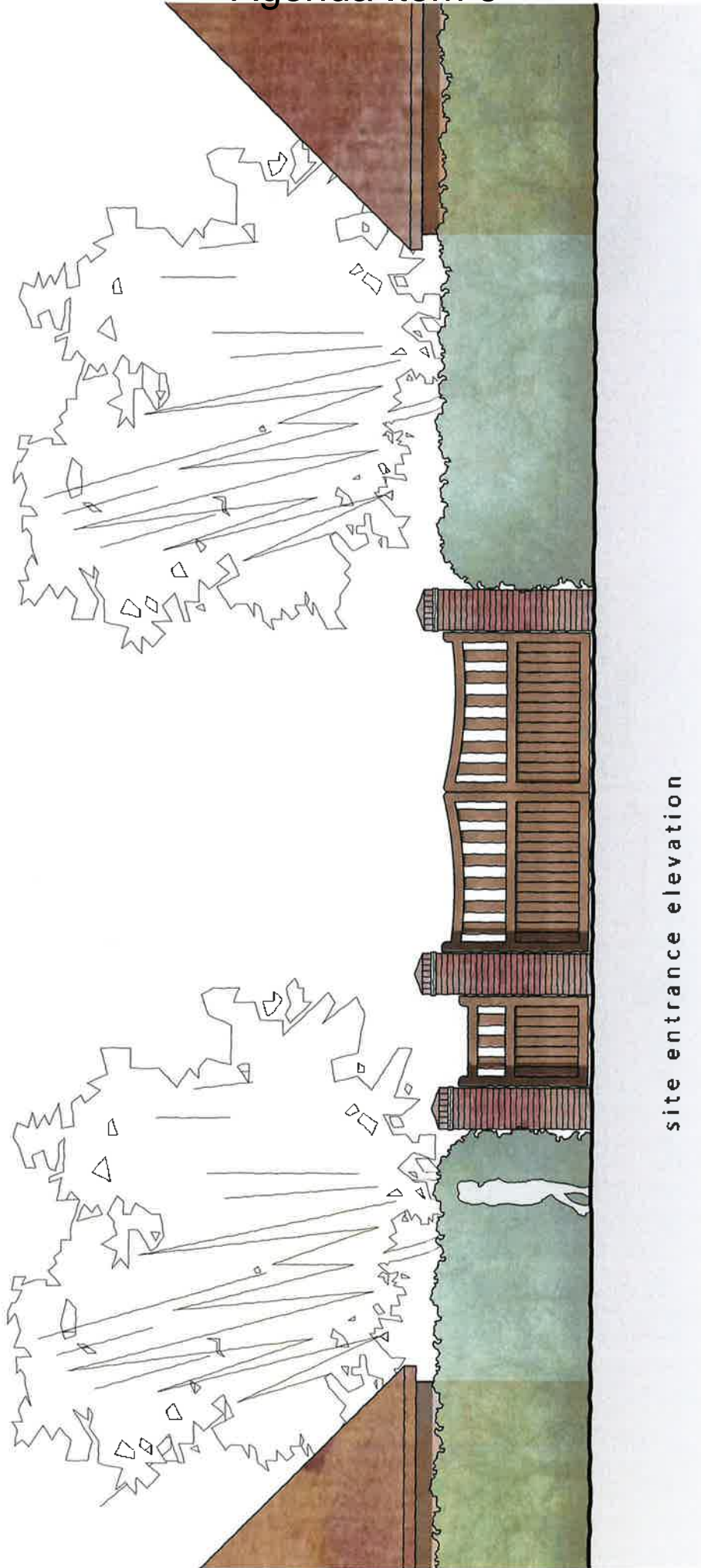
REV.	REVISION	BY	DATE
01	Client Approval	CV	08

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PROJECT	CLIENT	TITLE	DRAWING NUMBER	REV
Land at Kitlands	Vanderbilt Homes	Gate Lodge - Proposed Elevations	1846_052	p8

SCALE 1/120 @ A3



site entrance elevation

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REV	AMENDMENT	BY	CHECK	DATE
CM	DP			07/11/19



0 0.5 1 1.5 2m
SCALE 1:50 @ A3

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CLIENT Vanderbilt Homes
PROJECT Land at Kitlands

TIT-E
Proposed Site Entrance
Elevation

DRAWING NUMBER
1846_085

REV

Agenda Item 6



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REV: 01/2015

CKM DP 20.04.15



0 25 50m
SCALE 1:1250 @ A3

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REV	DATE	BY	CHECKED	DATE	CLIENT	PROJECT	TITLE	DRAWING NUMBER	REV
0					Vanderbilt Homes	Land at Kitlands	Location Plan	1846_001	D



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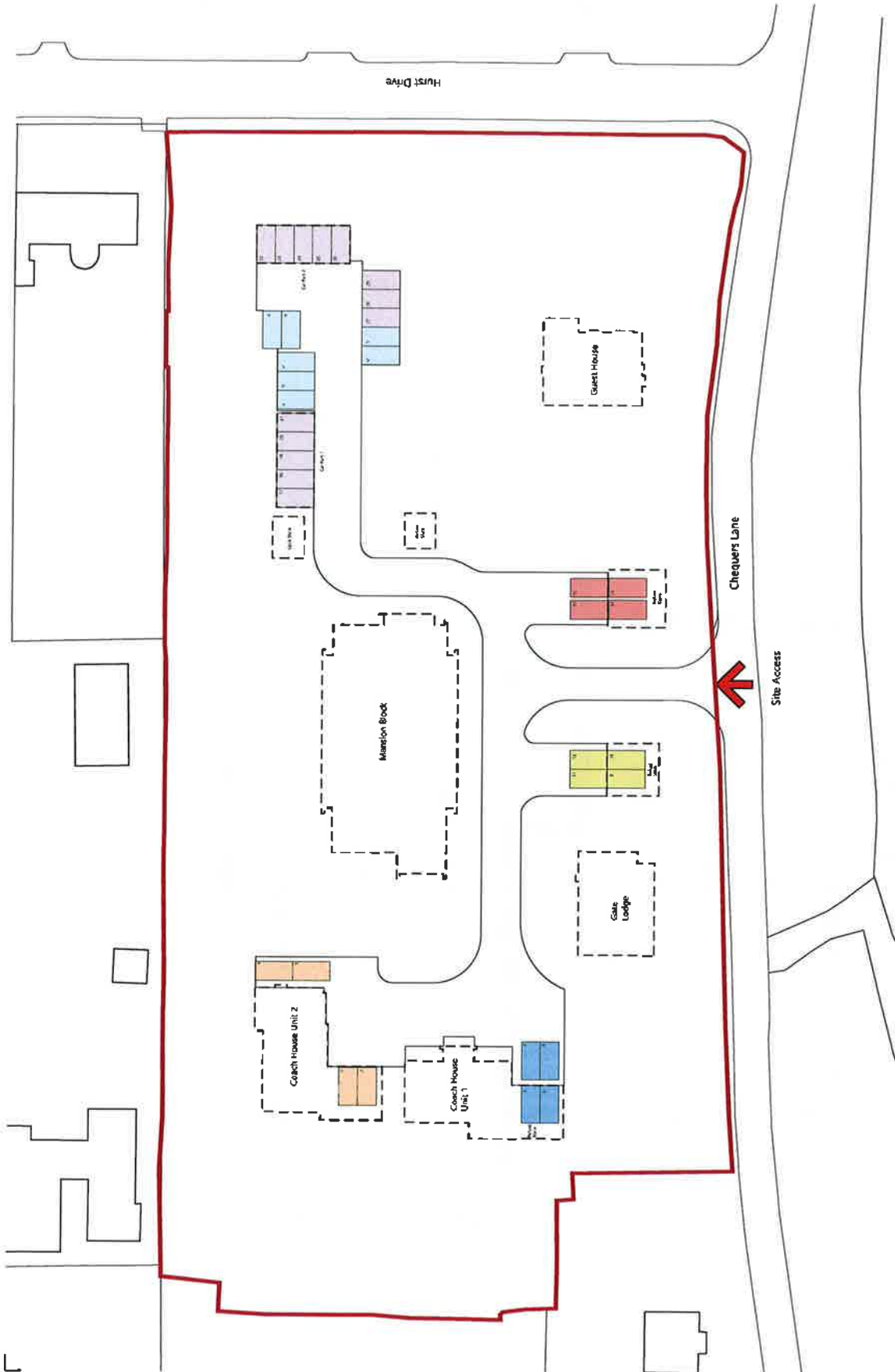
PROJECT: Land at Kitlands
CLIENT: Vanderbit Homes
TITLE: Proposed Site Plan
DRAWING NUMBER: 1846_005 p10
DATE: 04/05/19
BY: [Redacted]
CP: [Redacted]
DP: [Redacted]

Lytle Associates ARCHITECTS
THE FOUNTAIN HEAD, QUARRY STREET, GUILDFORD, SURREY GU1 2UY, TEL: 01483 701661
 LYTLE-ASSOCIATES@GMAIL.COM

SCALE: 1:100 @ A3
 0 5 10 15 20 25M

Agenda Item 6

- Parking Key:**
- Mansion Block Parking
 - Guest House Parking
 - Coach House Unit 1 Parking
 - Coach House Unit 2 Parking
 - Gate Lodge Parking
 - Visitor Parking



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REV: 01/20/2011 BY: ALEXANDRE DP DP 02/05/19

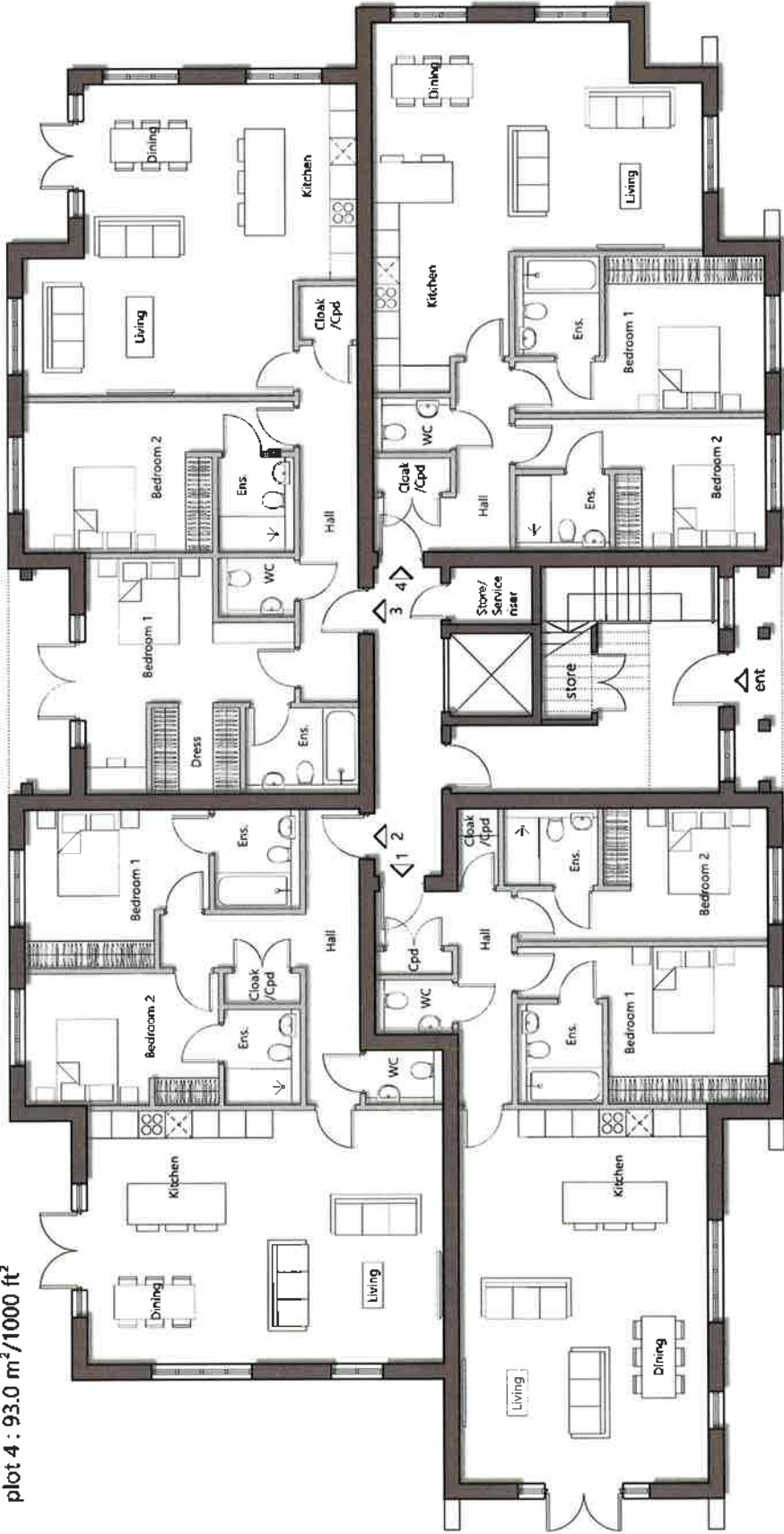
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LYTLE-ASSOCIATES.COM

PROJECT: Vanderbilt Homes
CLIENT: Land at Kitlands
TITLE: Proposed Parking and Refuse Plan
DRAWING NUMBER: 1846_006
REV: REV

GIA (m²/ft²)

- plot 1 : 97.0 m²/1045 ft²
- plot 2 : 96.0 m²/1035 ft²
- plot 3 : 104.5 m²/1125 ft²
- plot 4 : 93.0 m²/1000 ft²



ground floor plan

PRELIMINARY ISSUE

This drawing is a preliminary issue and is not to be used for construction. It is intended to provide a visual representation of the proposed development. It is not a contract document. The client acknowledges that the drawings are preliminary and that the design is subject to change without notice. The client agrees to indemnify the architect for any claims or damages arising from the use of these drawings.

REV	DESCRIPTION	BY	CHK	DATE
01	Client Changes		CH	01

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ARCHITECTS

THE FOUNTAIN HEAD, QUARRY STREET, GUILDFORD, SURREY, GU1 3UY, 01483 301664
LYTTE-ASSOCIATES.COM

PROJECT: Land at Kitlands
CLIENT: Vanderbilt Homes

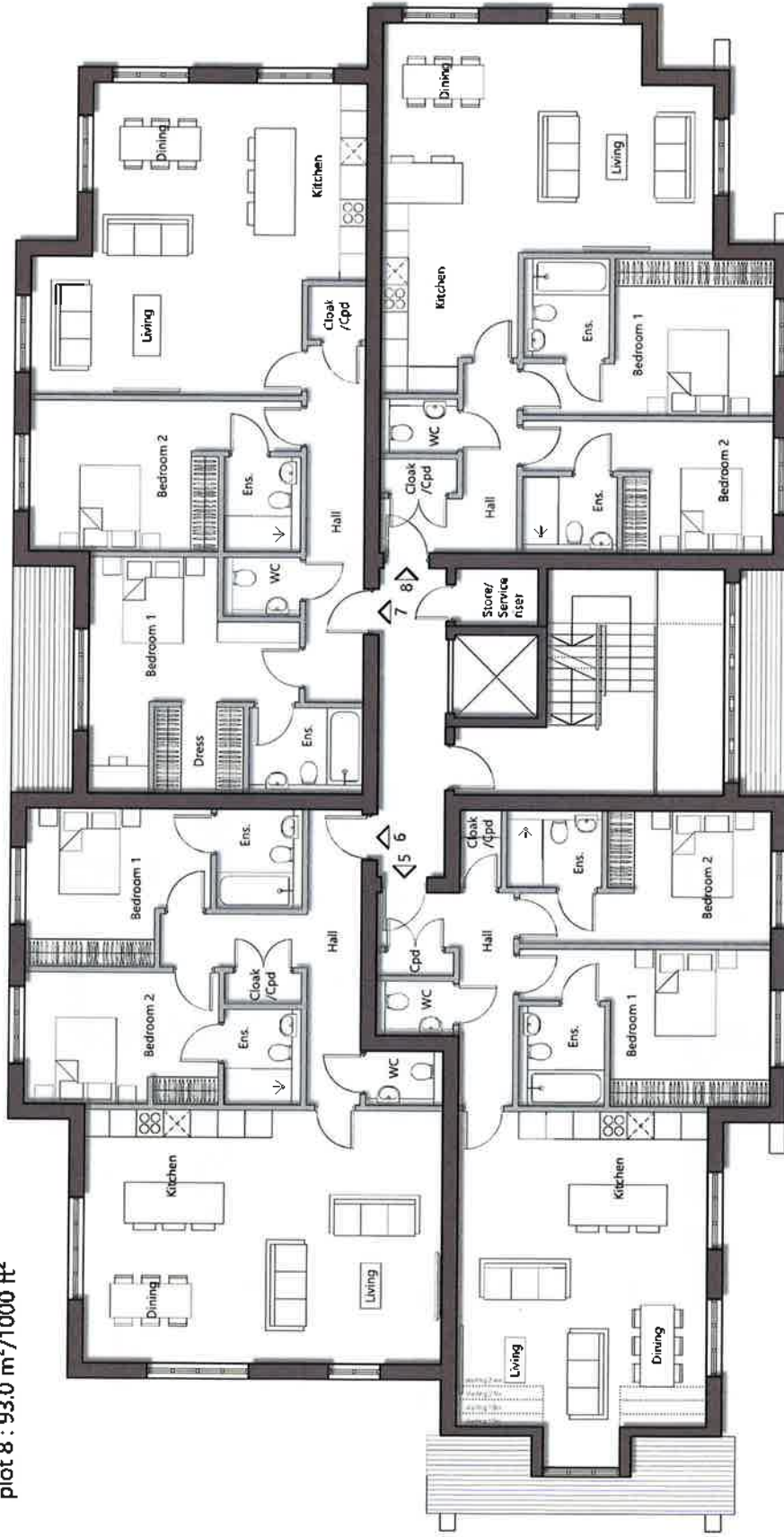


TITLE: Proposed Ground Floor plan Mansion

DRAWING NUMBER: 1846_010
REV: p8

GIA (m²/ft²)

- plot 5 : 91.5 m²/985 ft²
- plot 6 : 96.0 m²/1035 ft²
- plot 7 : 104.5 m²/1125 ft²
- plot 8 : 93.0 m²/1000 ft²



first floor plan

PRELIMINARY ISSUE

1. This drawing is preliminary and is not to be used for construction purposes. It is intended to provide a visual representation of the proposed design and is subject to change without notice. It is not a contract document and should not be used for any legal or financial purposes. It is the responsibility of the client to ensure that all necessary permissions and approvals are obtained before construction begins.

REV	AMENDMENT	BY	CHECK	DATE
01	Client Changes	CM	DP	



SCALE 1:100 @ A3



CLIENT
Vanderbilt Homes

PROJECT
Land at Kitlands
Mansion

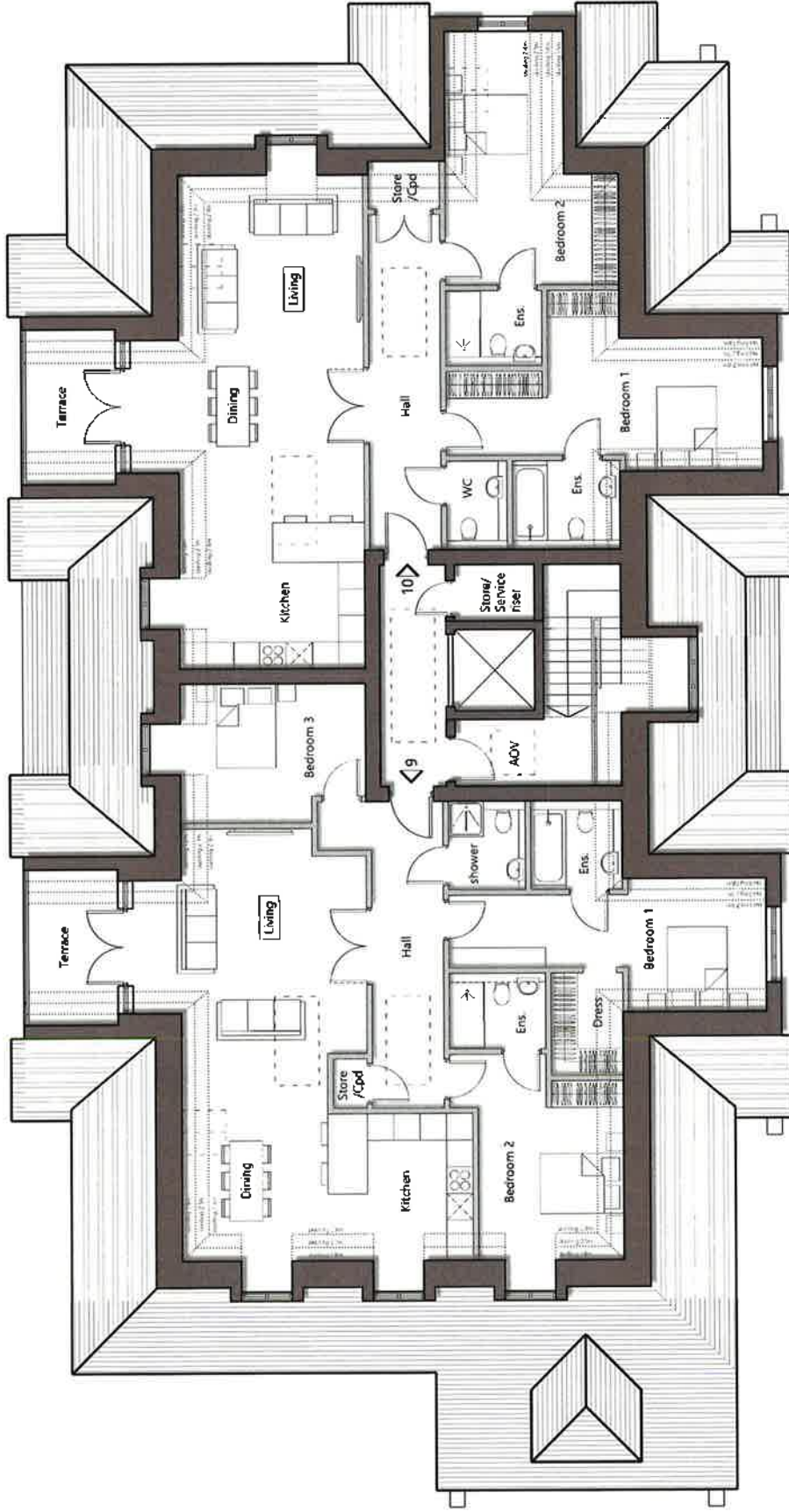
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ARCHITECTS

THE FOHN MAIN HEAD QUARRY STREET GUILDFORD
SURREY GU1 2 JY 01483 301661
LYTLE ASSOCIATES.COM

TITLE
Proposed First Floor plan
DRAWING NUMBER
REV
1846_011 p7

G I A (m²/ft²)

plot 9 : 131.0 m²/1410 ft²
 plot 10 : 120.0 m²/1290 ft²



second floor plan

PRELIMINARY ISSUE

This drawing is preliminary and is not to be used for construction. It is intended to show the general layout and design of the proposed development. It is not to be used for any other purpose. The client is advised that the drawings are not to be used for any other purpose. The client is advised that the drawings are not to be used for any other purpose.

REV	DATE	BY	CHK	DATE
01				

LytleAssociates
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 SURREY GU1 3UY 01483 301661
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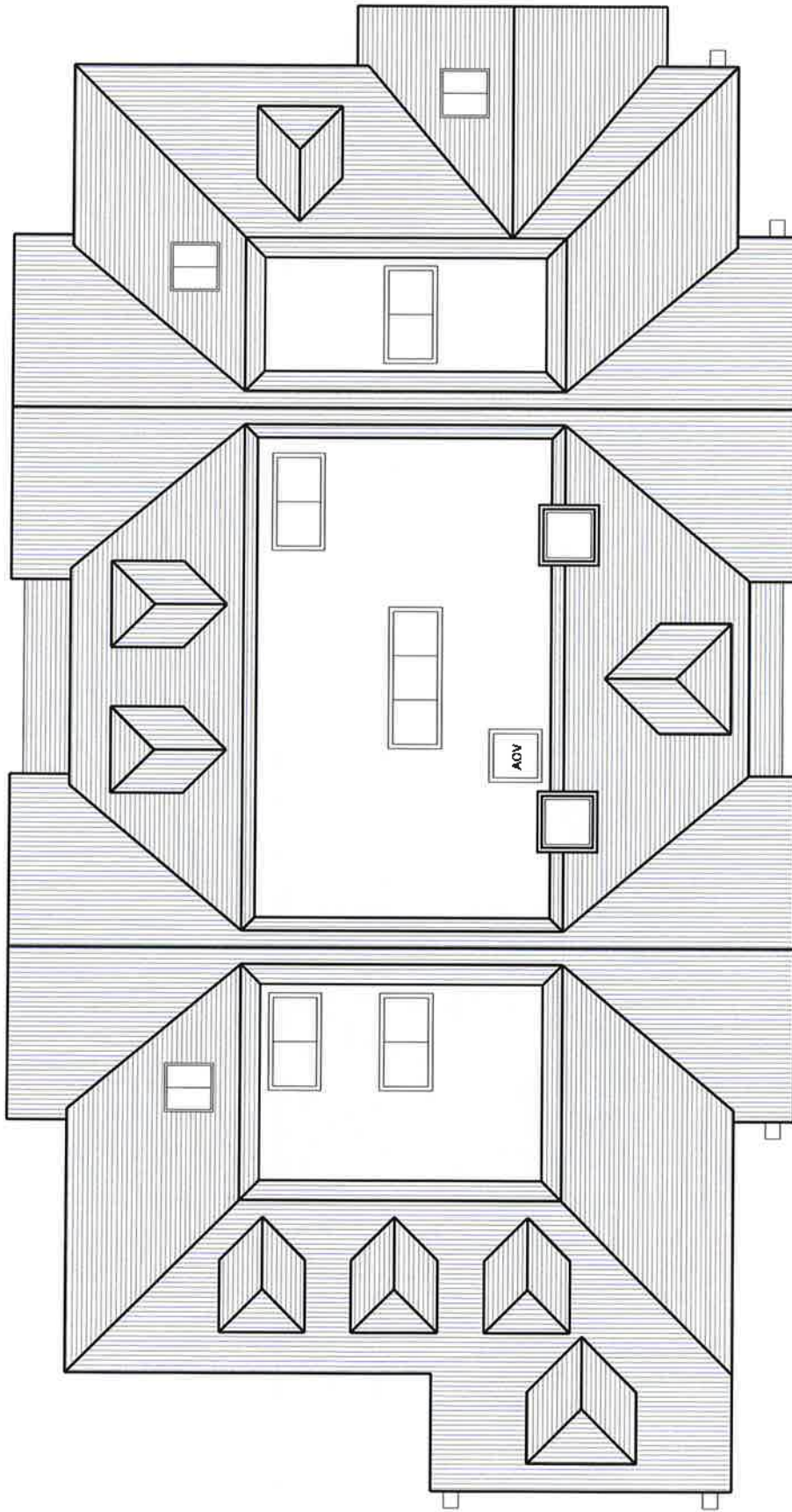
PROJECT: Land at Kitlands
 CLIENT: Vanderbilt Homes



SCALE 1:100 @ A3

TITLE: Proposed Second Floor plan
 Mansion

DRAWING NUMBER: 1846_012
 REV: p8



roof plan

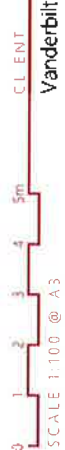
PRELIMINARY ISSUE

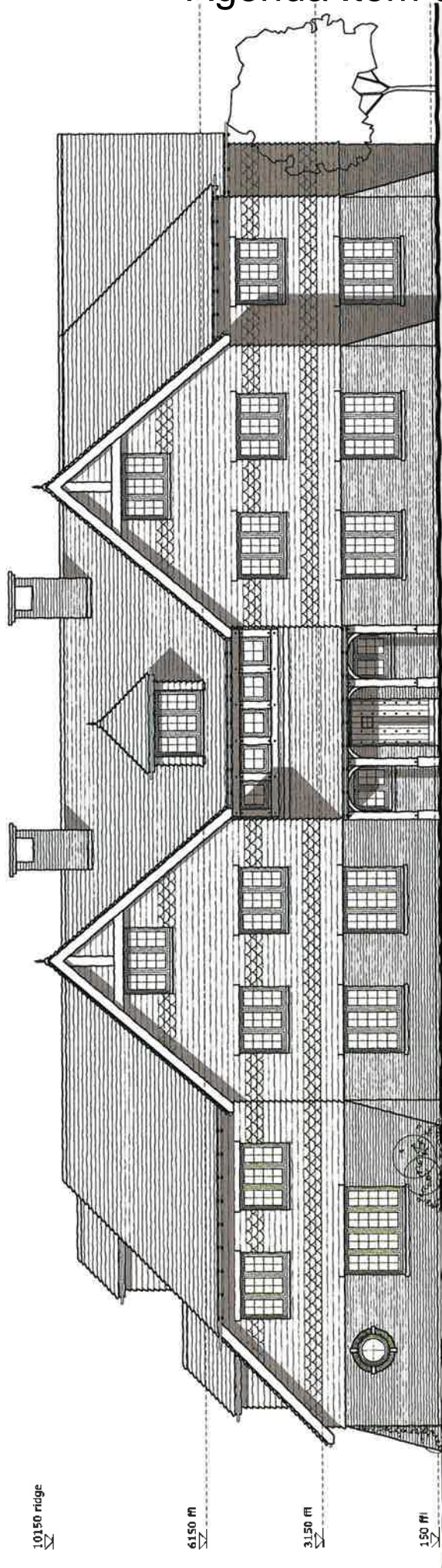
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REV: A REVISIONS BY: CHICKS DATE: CM DP

Lytle Associates ARCHITECTS THE FOUNTAIN HEAD QUARRY STREET GUILDFORD SURREY GU11 2LY C1483 301661 LYTLE-ASSOCIATES.COM

PROJECT: Land at Kitlands
 CLIENT: Vanderbilt Homes
 TITLE: Proposed Roof plan
 DRAWING NUMBER: 1846_013
 REV: p7





front (east) elevation

PRELIMINARY ISSUE

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REV	DATE	BY	CHKD	DATE
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SURREY GU1 3UY 01483 301601
LYTLE-ASSOCIATES.COM

CLIENT
Vanderbit Homes
PROJECT
Land at Kitlands

TITLE
Proposed Front (East)
Elevation

DRAWING NUMBER
1846_015

REV
p10

Agenda Item 6



rear (west) elevation

PRELIMINARY ISSUE

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REV	AMENDMENT	BY	CHECKS	DATE
		CM	DP	

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SURREY GU1 3UY 01483 301661
LYTLE ASSOCIATES.COM

SCALE 1:100 @ A3

0' 1' 2' 3' 4' 5m

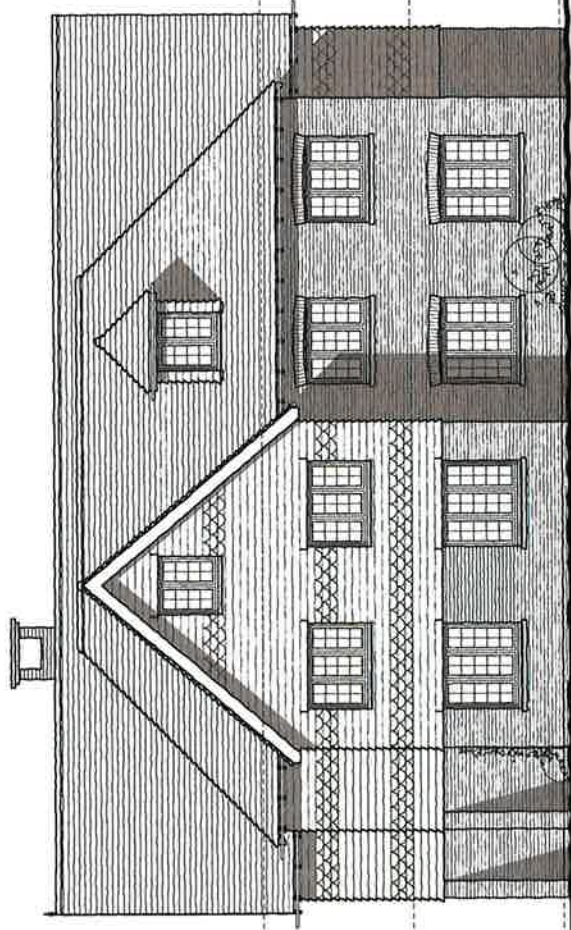
CLIENT: Vanderbilt Homes

PROJECT: Land at Killands

TITLE: Proposed Rear (West) Elevation

DRAWING NUMBER: 1846_016

REV: p9



side (north) elevation

10150 Ridge

8150 ft

3150 ft

150 ft

PRELIMINARY ISSUE

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REV	DESCRIPTION	BY	CHECK	DATE
01	Client Changes	CM	DP	

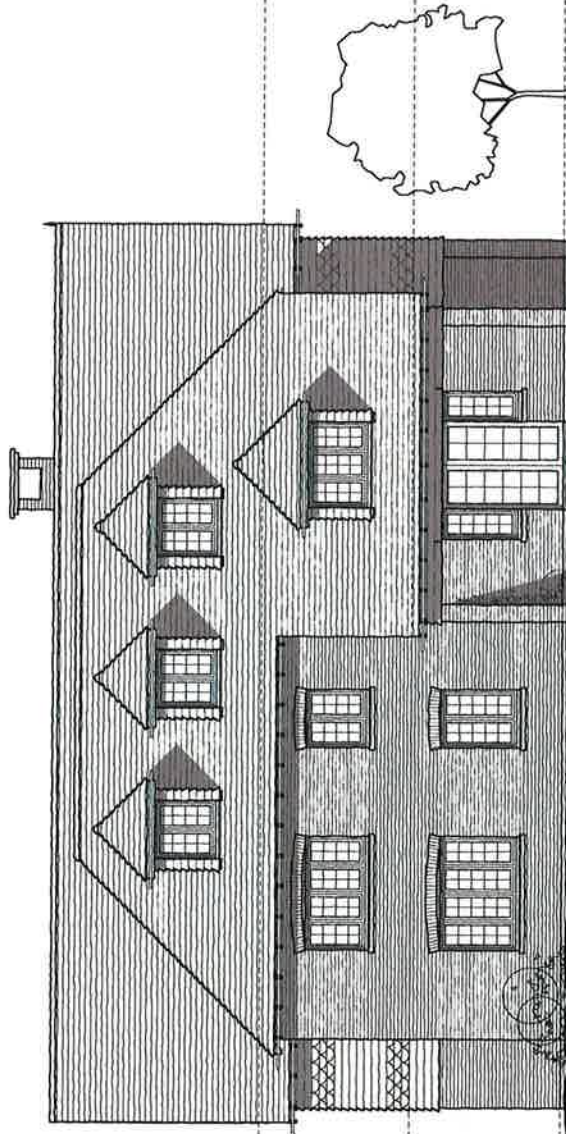
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SURREY GU1 3UY 01483 301661
LYTLE ASSOCIATES.COM

PROJECT: Land at Kitlands
CLIENT: Vanderbilt Homes

TITLE: Proposed Side (North) Elevation
DRAWING NUMBER: 1846_017
REV: p8

Agenda Item 6



side (south) elevation

10150 ridge
SZ

6150 m

3150 m

150 m

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REV. AMENDMENT BY CHECK DATE
BY: CWC/CHG CM: DP

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PROJECT
Land at Kitlands

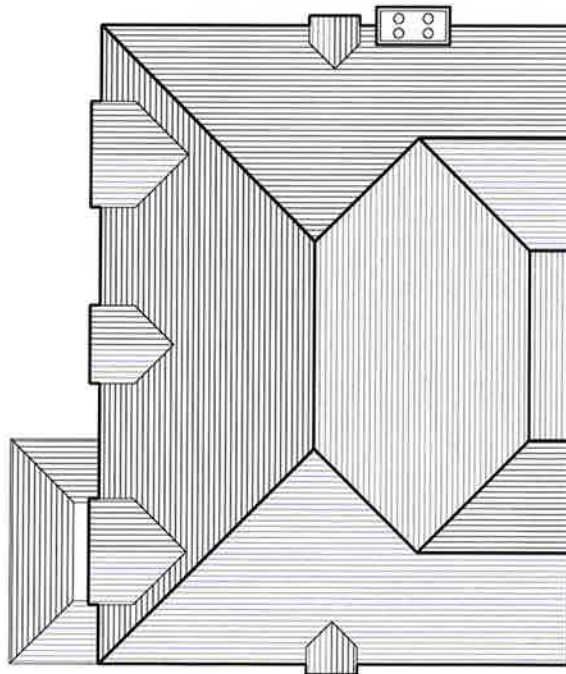
CLIENT
Vanderbilt Homes

SCALE 1:100 @ A3

TIT-E
Proposed Side (South)
Elevation

DRAWING NUMBER
1846_018

REV
p7

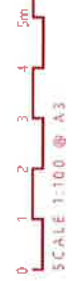


roof plan GIA (m²/ft²) : 205.0 m²/2205 ft²

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REV	AMENDMENT	BY	CHECK	DATE
04	Preliminary Issue	CM	BP	



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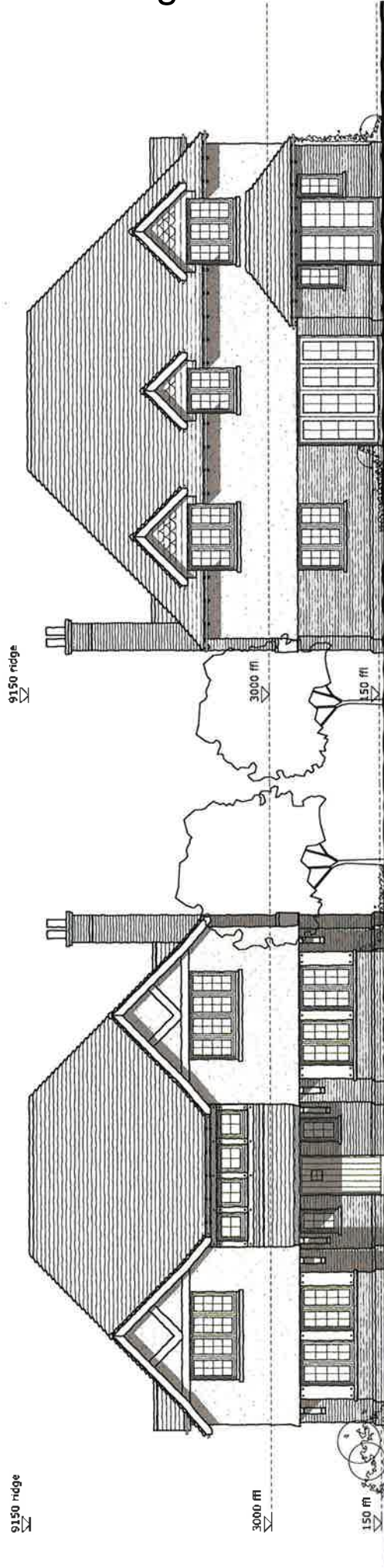
PROJECT
Land at Kitlands

CLIENT
Vanderbilt Homes

TITLE
Proposed Roof plan
Guest House

DRAWING NUMBER
1846_021

REV
p4



front (south) elevation

rear (north) elevation

PRELIMINARY ISSUE

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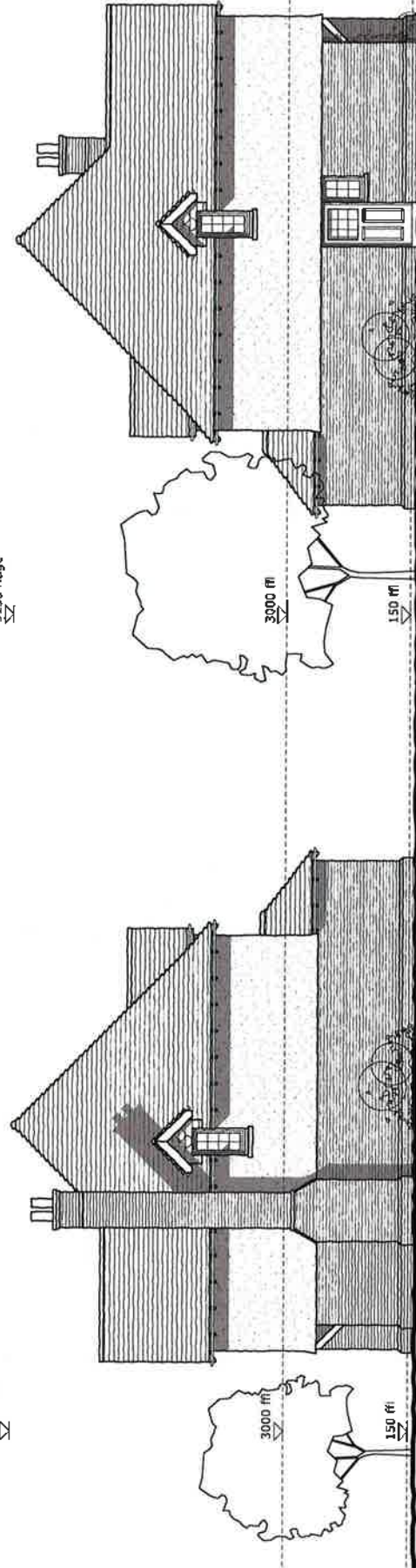
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CLIENT: Vanderbilt Homes
PROJECT: Land at Kitlands
SCALE: 1:100 @ A3

TITLE: Proposed Front and Rear Elevations
Drawing Number: 1846_022
REV: p7



side (west) elevation

side (east) elevation

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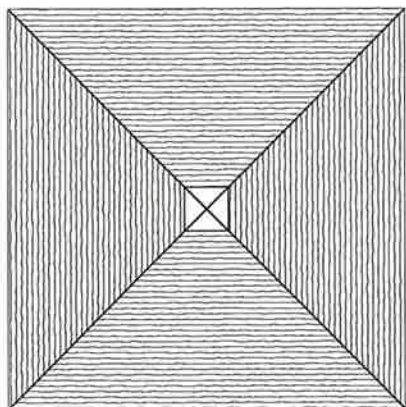
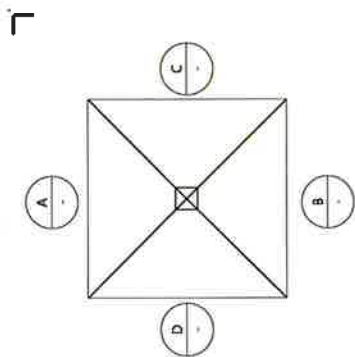
REV	DESCRIPTION	BY	CHECK	DATE
01	Preliminary Issue	CM	DP	

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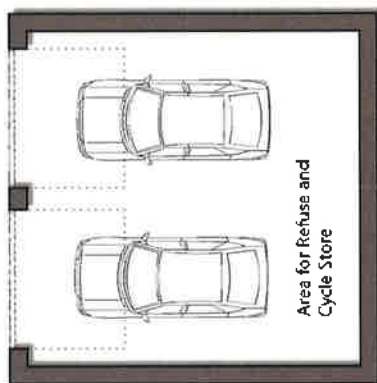
THE FOURTAIN HEAD QUARRY STREET GUILDFORD
SURREY GU1 3UY 01483 301661
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SCALE	1:100 @ A3	0	1	2	3	4	5m	CLIENT	PROJECT	TITLE
								Vanderbilt Homes	Land at Killands	Proposed Side Elevations Guest House

DRAWING NUMBER
1846_023
REV
p4

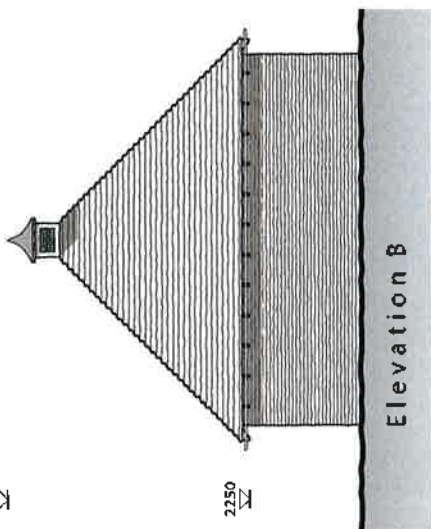


Proposed Roof Plan



Ground Floor Plan

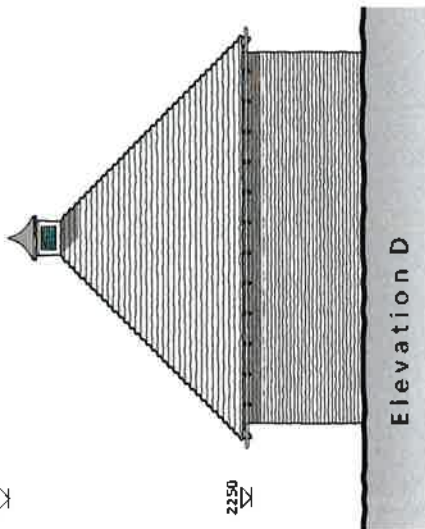
7087



Elevation B

2250

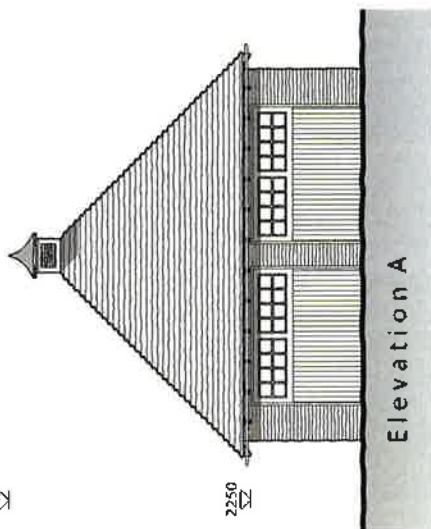
7087



Elevation D

2250

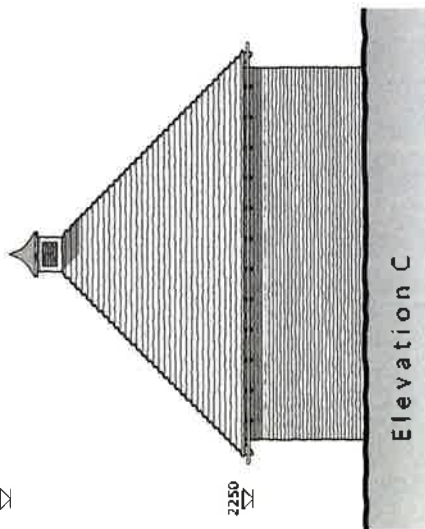
7087



Elevation A

2250

7087



Elevation C

2250

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REV	AMENDMENT	BY	DATE
01	Amended following Client Comments	DP	02.05.19



CLIENT Vander-bilt Homes

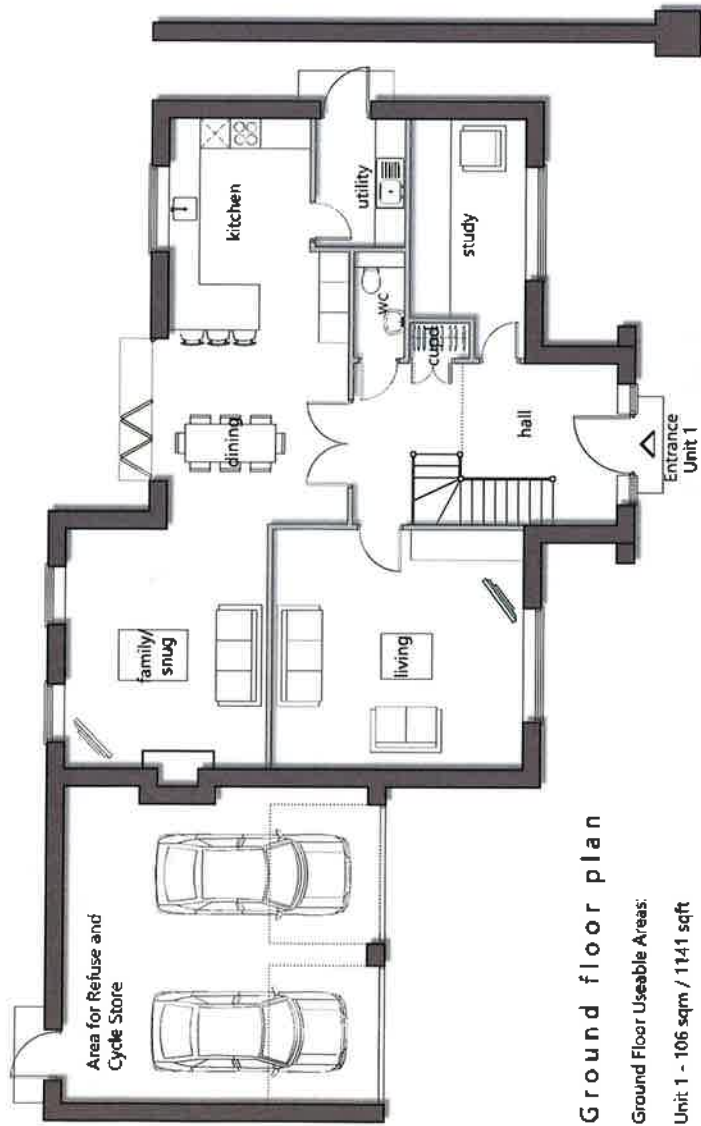
PROJECT ...and at Kitlands

TITLE Proposed Guest House Garage Elevations

Lytle Associates ARCHITECTS
THE FOUNTAIN HEAD OLARVA STREET GUILDFORD
 SURREY GU1 2 JY 01483 701861
 LYTLE-ASSOCIATES.COM

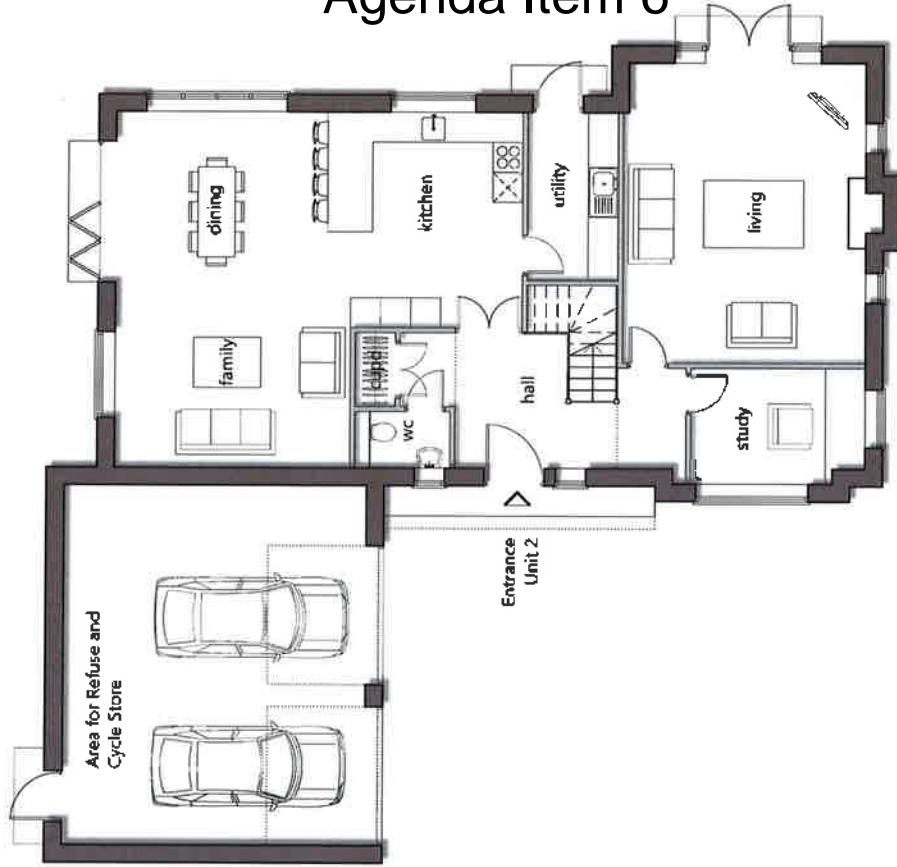
DRAWING NUMBER 1846_025
 REV

Agenda Item 6



Ground floor plan

Ground Floor Useable Areas:
 Unit 1 - 106 sqm / 1141 sqft
 Unit 2 - 112 sqm / 1205 sqft



PRELIMINARY ISSUE

Rev 1: 23/04/19
 Rev 2: 23/04/19
 Rev 3: 23/04/19
 Rev 4: 23/04/19
 Rev 5: 23/04/19
 Rev 6: 23/04/19
 Rev 7: 23/04/19
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 Rev 99: 23/04/19
 Rev 100: 23/04/19

BY: [Signature] CHECK: [Signature] DATE: 23/04/19
 OP: [Signature] DP: [Signature]

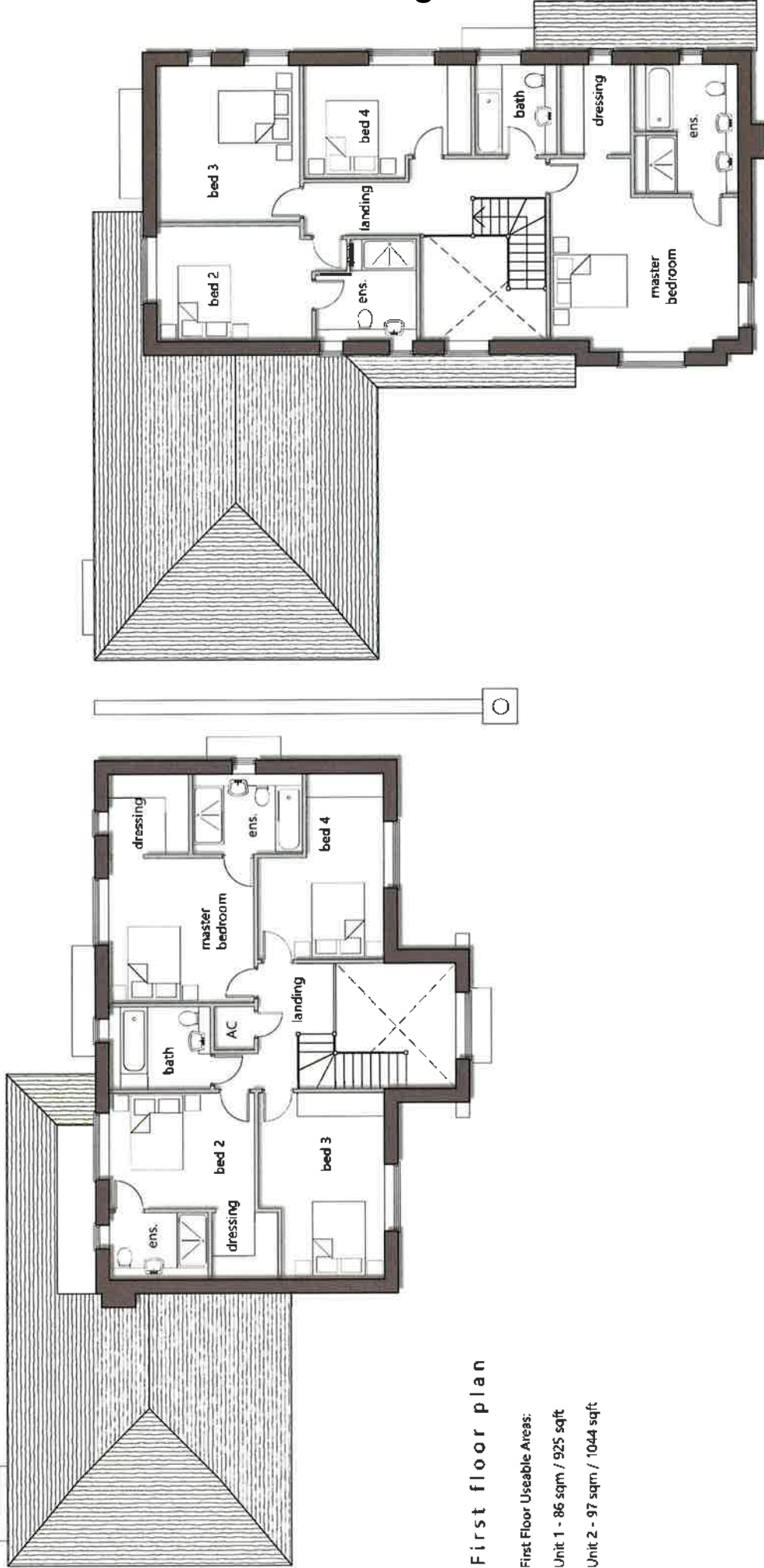
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 SURREY GU1 3UY 01483 201661
 LYTLE-ASSOCIATES.COM

PROJECT: Vanderbilt Homes
 Land at Kitlands

TITLE: Coach House Proposed
 Ground Floor Plans

DRAWING NUMBER: 1846_030
 REV: p4



99 First floor plan

First Floor Useable Areas:
 Unit 1 - 86 sqm / 925 sqft
 Unit 2 - 97 sqm / 1044 sqft

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REV	AMENDMENT	BY	CHECK	DATE
01	Boundary Wall Added	DP	DP	2/26/20

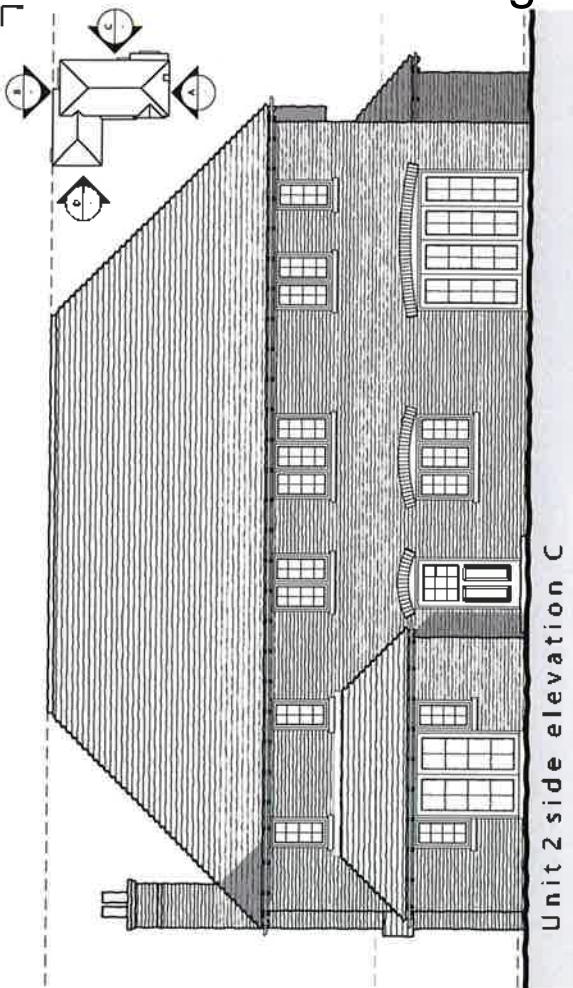
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 SURREY GU1 3UY 01483 307667
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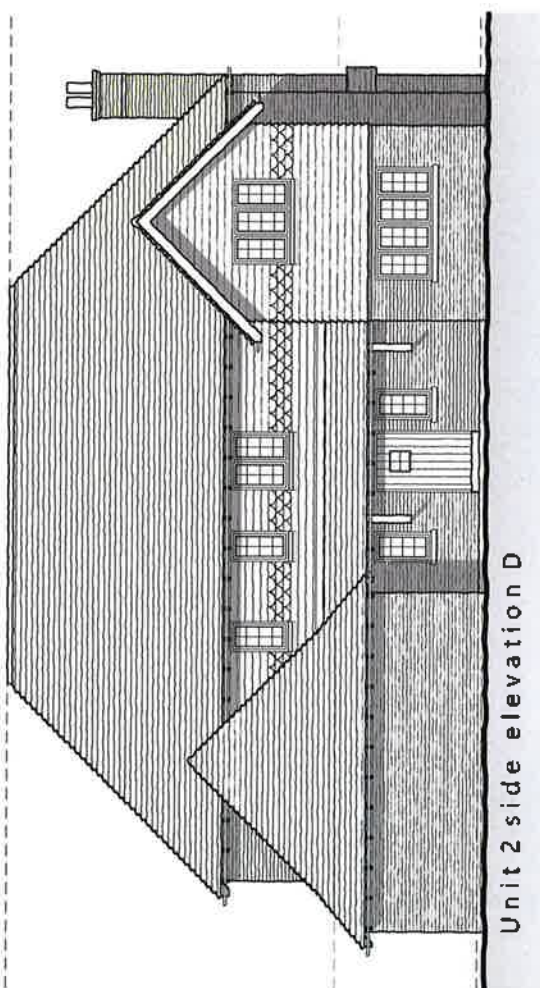
PROJECT: Land at Kitlands
 CLIENT: Vanderbilt Homes
 TITLE: Coach House Proposed
 DRAWING NUMBER: 1846_031
 REV: p4



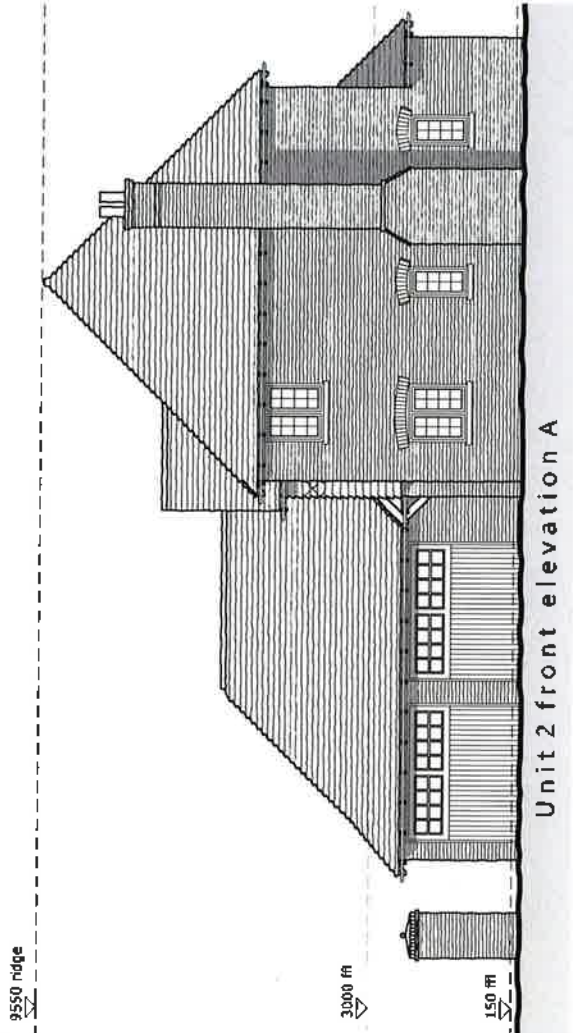
04 Boundary Wall Added



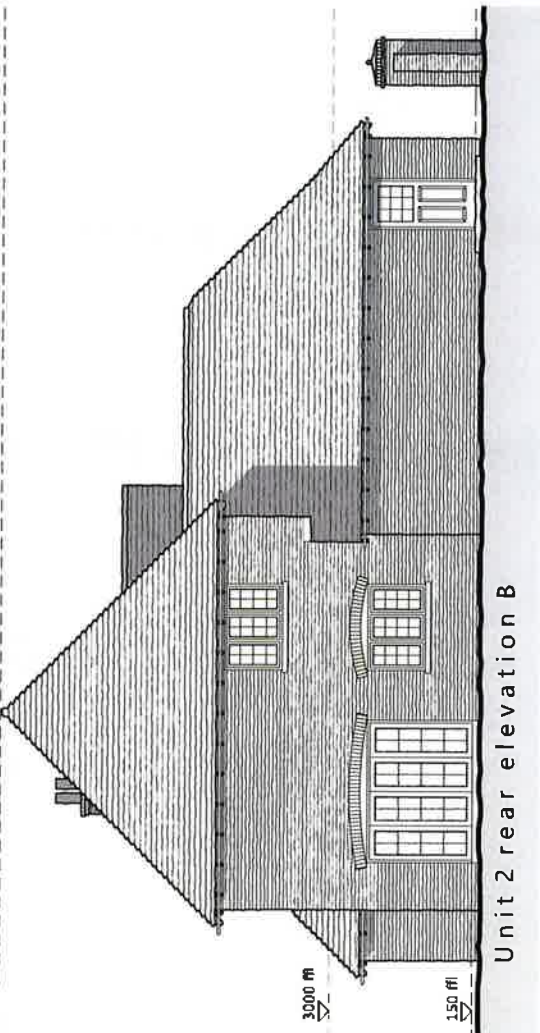
Unit 2 side elevation C



Unit 2 side elevation D



Unit 2 front elevation A



Unit 2 rear elevation B

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REV: 2/18/2019
 BY: [Signature]
 CHECK: [Signature]
 DATE: 2/18/2019

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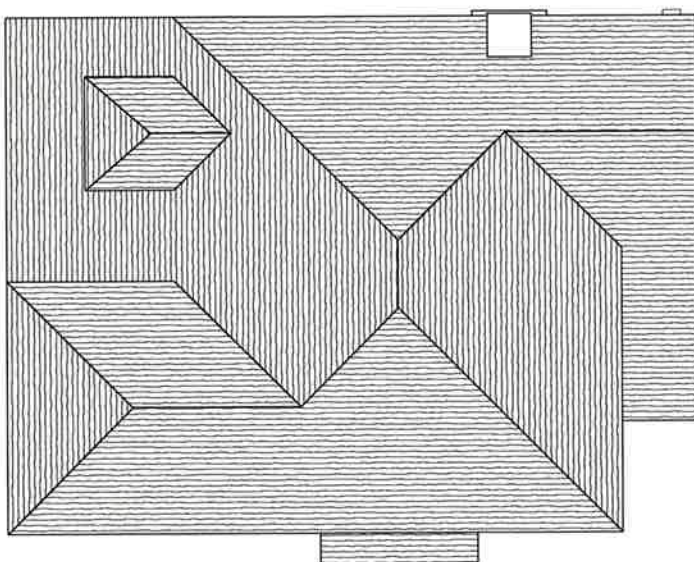
CLIENT: Vanderbilt Homes
 PROJECT: Land at Kitlands

TITLE: Coach House Unit 2
 Proposed Elevations

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 SURREY GU1 3UY 01483 301661
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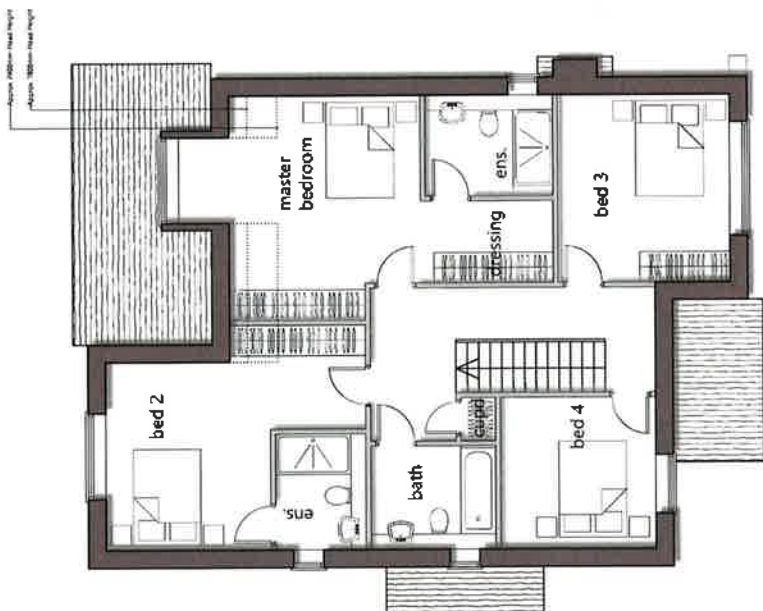
DRAWING NUMBER: 1846_034
 REV: p5

Agenda Item 6



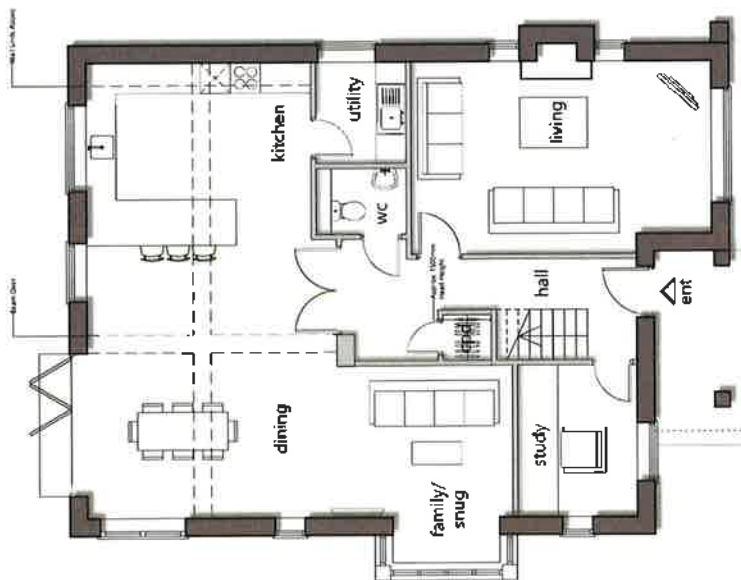
Total GFA:
198 sqm / 2131 sqft

03 Proposed Roof Plan
SCALE 1:100 @ A1



First Floor Area:
93 sqm / 1001 sqft

02 Proposed First Floor Plan
SCALE 1:100 @ A3



Ground Floor Area:
105 sqm / 1130 sqft

01 Proposed Ground Floor Plan
SCALE 1:100 @ A3

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PROJECT
Land at Kitlands
CLIENT
Vanderbilt Homes

TITLE
Gate Lodge Proposed
Floor Plans

1846_050 p5
DRAWING NUMBER
REV



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SCALE 1:100 @ A3

BY: REC: LAL
OP: DP 15/6/09

PRELIMINARY ISSUE

01 Approved following Client Meeting

02 Approved following Client Meeting

03 Approved following Client Meeting

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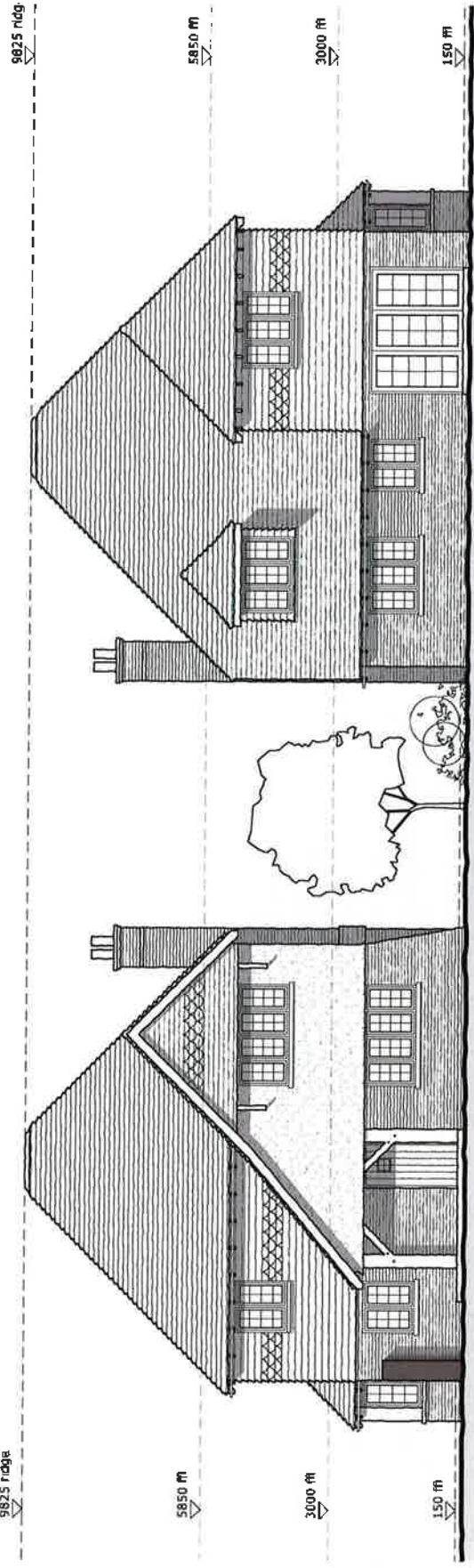
96 Approved following Client Meeting

97 Approved following Client Meeting

98 Approved following Client Meeting

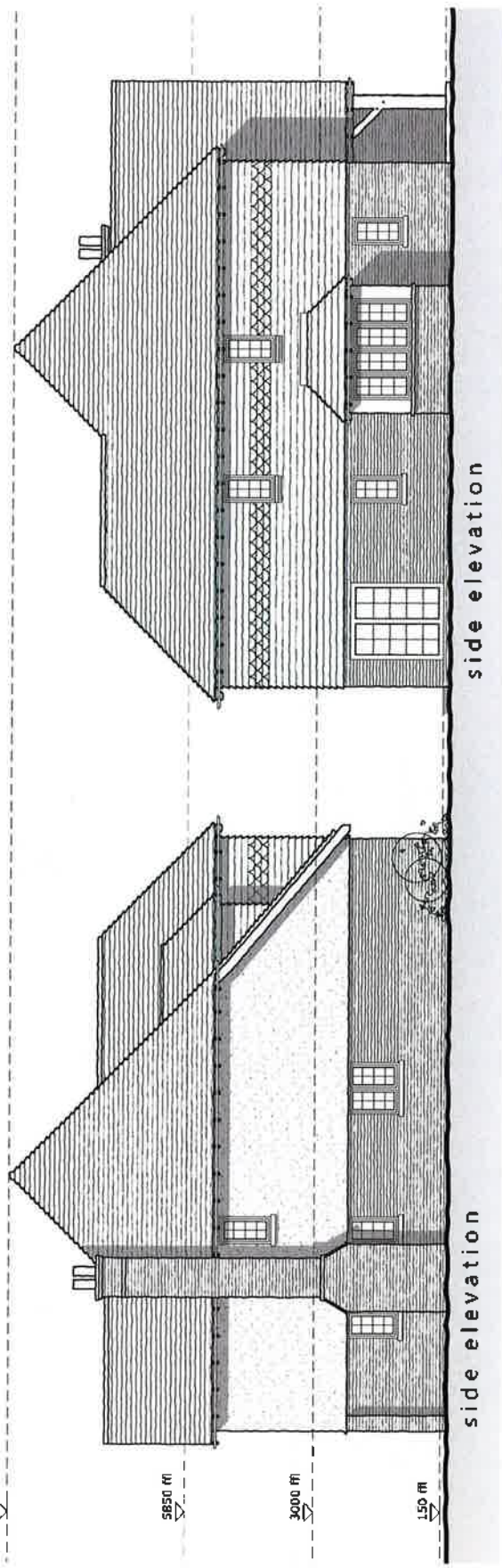
99 Approved following Client Meeting

100 Approved following Client Meeting



front elevation

rear elevation



side elevation

side elevation

PRELIMINARY ISSUE

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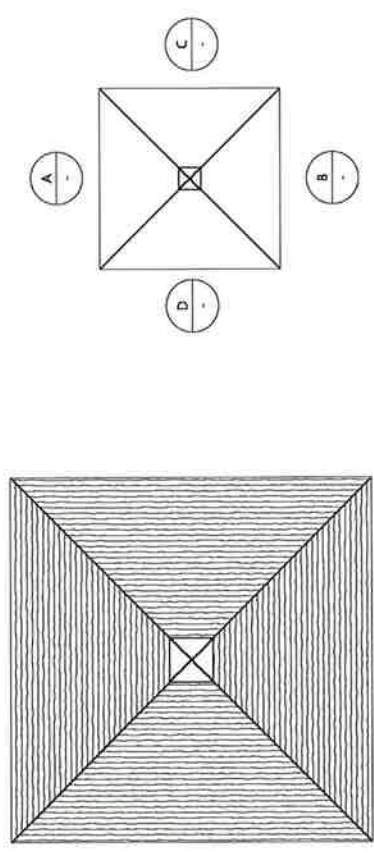
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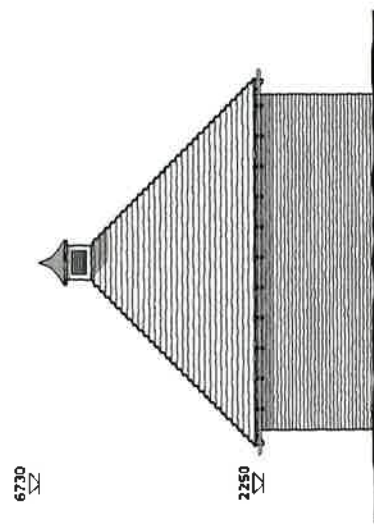
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CLIENT: Vanderbilt Homes
 PROJECT: Land at Killlands
 TITLE: Gate Lodge - Proposed Elevations

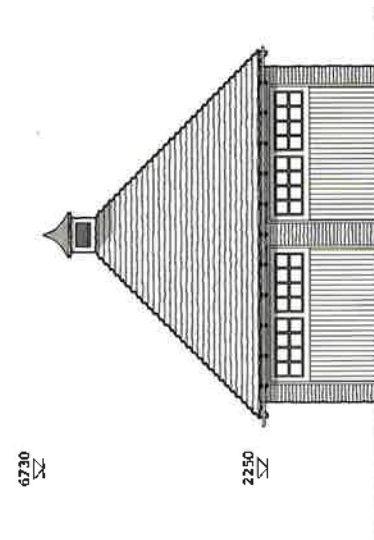
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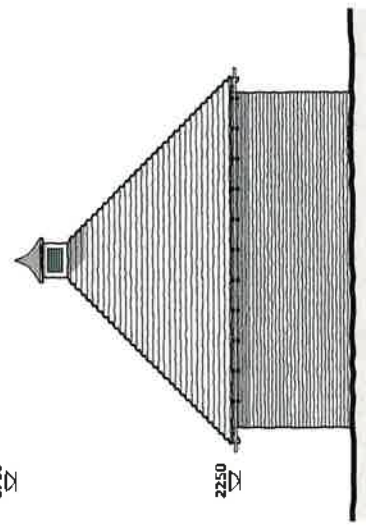
Proposed Roof Plan



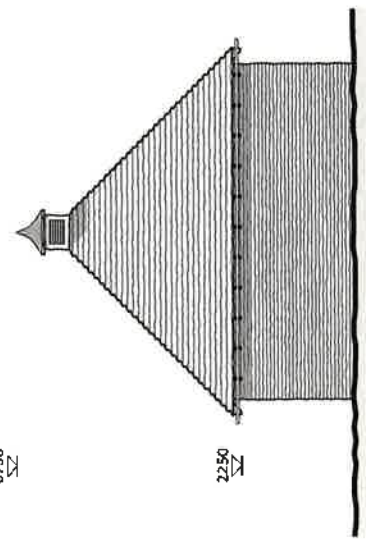
Elevation B



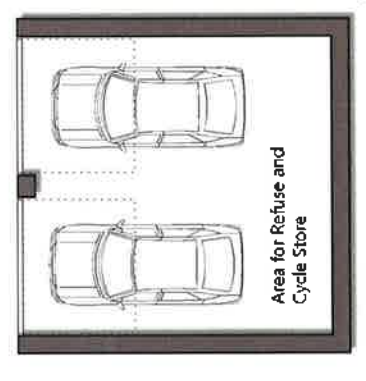
Elevation A



Elevation D



Elevation C



Ground Floor Plan

PRELIMINARY ISSUE

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2250
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CLIENT
Vanderbilt Homes
PROJECT
Land at Kitlands
SCALE 1:100 @ A3

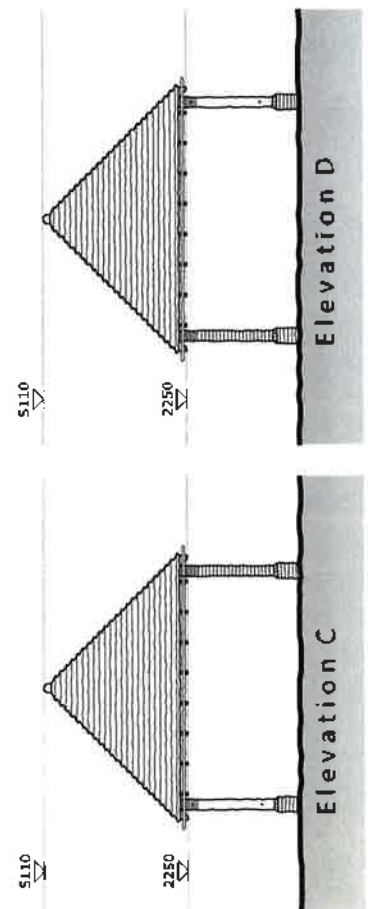
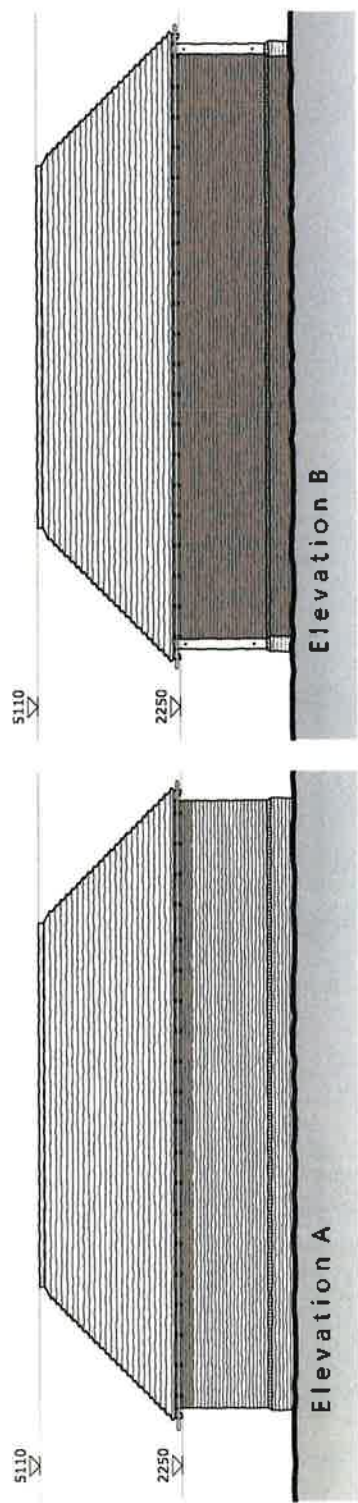
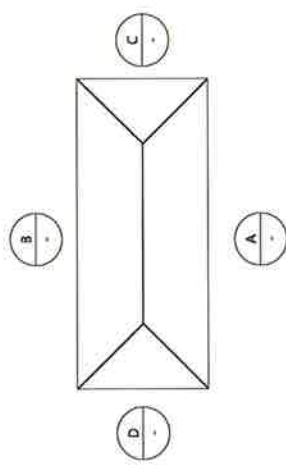


TITLE
Gate Lodge -
Proposed Garage
Elevations
DRAWING NUMBER
1846_055
REV
p3



Agenda Item 6

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REV: 08/25/2016
 DW: 08/25/2016
 QP: DP
 DATE: 30/08/16

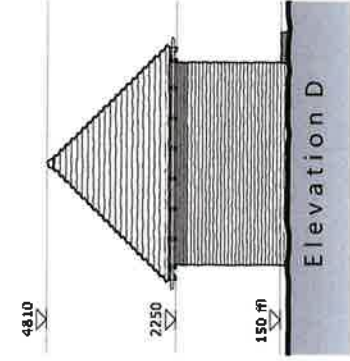
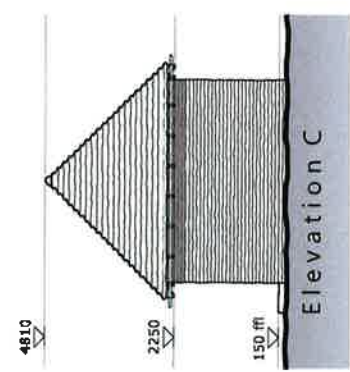
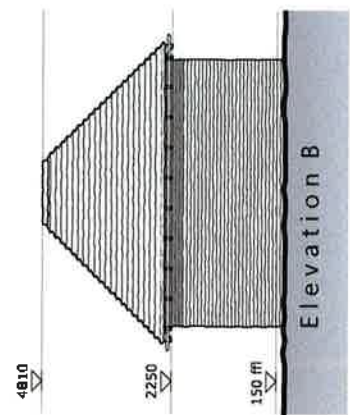
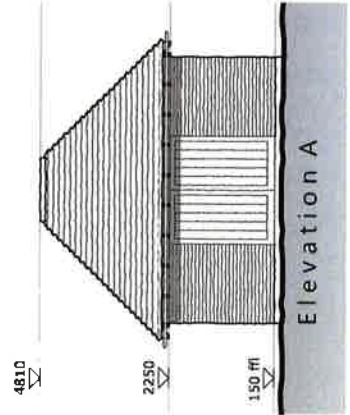
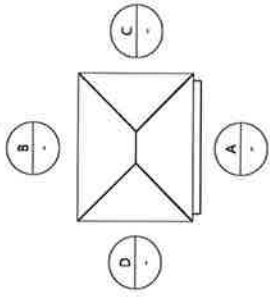
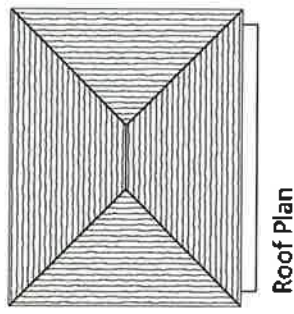
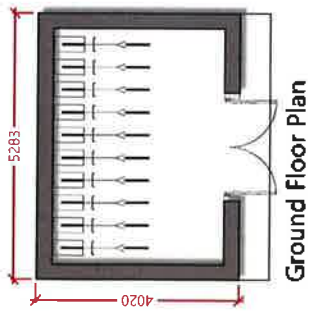
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PROJECT: Land at Kitlands
 CLIENT: Vanderbilt Homes
 TITLE: Car Port 2 Proposed Elevations

DRAWING NUMBER: 1846_065
 REV: p2

SCALE: 1:100 @ A3

T



PRELIMINARY ISSUE

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REV	AMENDMENT	BY	CHECK	DATE
pl	Preliminary Issue		OP	08/09/15

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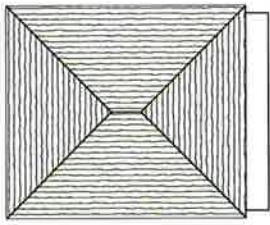
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SCALE	CLIENT	PROJECT	TITLE
0 1 2 3 4 5m SCALE 1:100 @ A3	Vanderbilt Homes	Land at Kitlands	Proposed Cycle Store

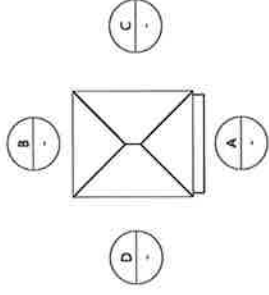
DRAWING NUMBER
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REV
p1



Ground Floor Plan



Roof Plan



4600

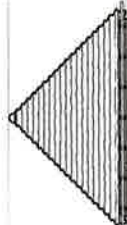
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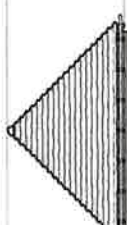
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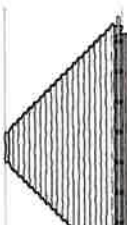
Elevation A



Elevation B



Elevation C



Elevation D

PRELIMINARY ISSUE

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REV: 01/20/19 BY: ARCHITECT DATE: 01/20/19

1/ Preliminary Issue CP 01 23/04/19

0 1 2 3 4 5m
SCALE 1:100 @ A3

PROJECT Vanderbilt Homes
Land at Kitlands

TITLE Proposed Refuse Store

DRAWING NUMBER REV

1846_075 p1

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19/02536/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	29/04/2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Matthew Sheahan
	TELEPHONE:	01737 276514
	EMAIL:	Matthew.sheahan@reigate-banstead.gov.uk
AGENDA ITEM:	7	WARD: Lower Kingswood Tadworth And Walton

APPLICATION NUMBER:	19/02536/F	VALID:	06/01/2020
APPLICANT:	Devine Homes PLC	AGENT:	
LOCATION:	LAND TO THE REAR OF 31-41 SHELVERS WAY TADWORTH SURREY KT20 5QJ		
DESCRIPTION:	Erection of 8 dwellings comprising 3 x pair of 3-bed semi-detached dwellings, and single pair of 2-bed semi-detached dwellings along with access to Shelvers Way utilising the approved access. As amended on 03/02/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

The application relates to a backland site within the urban area towards the eastern end of Shelvers Way, a residential thoroughfare composed mainly of properties fronting the road. The site is to the west of (and is a continuation of) land to the rear of 1-7 Shelvers Way, which has the benefit of planning permission for 6 dwellings, now completed (17/00016/S73 following allowing of appeal under ref.15/02752/F); and to the rear of 9-17 for 4 dwellings (17/02097/F) involving an elongation of the access drive. Permission was granted for a further 6 dwellings to the west of these (18/01134/F).

The application is for 8 dwellings consisting of 3 pairs of 3 bed dwellings and a single pair of 2 bedroom dwellings, designed to be of a style, scale and layout similar to the approved schemes to the east.

The proposal would provide a layout and a scale of development with similar house designs and opportunity for landscaping consistent with the approved developments as identified above. The Inspector, in determining the appeal on application 15/02752/F, concluded in that case that whilst “The two detached and four semi-detached dwellings would occupy smaller plots than is characteristic along the south side of Shelvers Way and the spacing between the four building blocks would be less generous. However in the context of a new group of buildings that would be

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seen primarily from within the development, rather than in association with the Shelveys Way street scene, the plot sizes and the spacing between the buildings would not be unusual for this type of development: they would not result in an unduly cramped form of development.” With regard to the layout and landscaping the Inspector concluded also that: “The width of the corridor for the access road and the overall layout in front of the houses would create opportunities for additional landscaping despite the relatively small spaces of differing sizes and shapes directly in front of each house.”

The proposal represents an acceptable continuation of the approved schemes within the established context described above. In light of this and the similar residential impacts on amenity and privacy with neighbouring houses to that already considered to be consistent with policy and approved it is concluded that this proposal would provide a suitable residential environment and not be harmful to the local character or amenity of neighbouring properties.

As regards intensification of use of the access onto Shelveys Way that this proposal would result in, the impact on the highway network has been the subject of survey analysis and close review by SCC as the County Highway Authority (CHA). The CHA is satisfied that the access is safe and suitable to accommodate the cumulative traffic that would be generated by the current proposal and the development already approved and, in the case of the dwellings to the rear of nos. 1-7, completed/occupied. The development would exceed the level of parking space provision required by the Councils adopted parking standards.

RECOMMENDATION(S)

Planning permission is **GRANTED** subject to conditions.

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Consultations:

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions. This is discussed in greater detail in paragraphs 6.1-6.26.

SES Water: No objection raised. Informative to be attached.

Southern Gas Network: No objection raised. Informative to be attached.

Tadworth and Walton Residents Association: Comments summarised as follows:

Concern has been raised regarding the increased level of vehicular traffic that would be generated and the safety implications of this on the operation of the highway network, particularly on the A217 junction, and considering other similar development sites on Shelveys Way and the resultant cumulative impact.

Further concern that the internal road network and turning head are inadequate to allow access for refuse vehicles and that the level of parking within the site is insufficient, resulting in additional overspill parking on to Shelveys Way, causing further highway safety concerns.

The overall loss of trees is considered to be unacceptable. It is the view that should the development be granted there would be future pressure to prune or remove remaining trees.

The scheme is considered to be a cramped form of overdevelopment. It has also been questioned whether an affordable housing contribution cannot be obtained given earlier development phases without such a contribution having been made.

Representations:

Letters were sent to neighbouring properties on 13th January 2020. A site noticed was posted in the 31st January 2020. A total of 9 responses have been received raising the following issues:

Overdevelopment	See paragraph 6.3-6.4
Overlooking and loss of privacy	See paragraph 6.8-6.11
No need for the development	See paragraph 6.3-6.4
Loss of/ harm to trees	See paragraph 6.18
Loss of private view	See paragraph 6.12
Hazard to highway safety	See paragraph 6.19-6.26
Inadequate parking	See paragraph 6.19-6.26
Increased traffic congestion	See paragraph 6.19-6.26

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Poor access	See paragraph 6.19-6.26
Conflict with a covenant	See paragraph 6.15
Property values	See paragraph 6.15
Crime fears	See paragraph 6.16
Inconvenience during construction	See paragraph 6.16
Increased Noise and disturbance	See paragraph 6.13
Harm to Conservation	See paragraph 6.14
Harm to Green Belt	See paragraph 6.14

1.0 Site and Character Appraisal

- 1.1 The application site has an area of 0.46ha is on the south side of Shelveys Way approaching its eastern end, near the junction with the A217 (Brighton Road) dual carriageway in a predominantly residential neighbourhood approximately 1.7 km to the south east of Tattenham Corner Local Shopping Centre and approximately 1km to the east of Shelveys Way Local Shopping to the west. The site sits adjacent to the site of the approved development of 6 dwellings to the east, beyond which lies the site four houses to the rear of 9-17 Shelveys Way (ref. 17/02097/F) which are yet to be constructed and, to the east of that, six houses on the demolished Stanton Lodge and to the rear of 1-7 Shelveys Way, which have been completed (ref. 17/00016/S73) following the grant of planning permission on appeal, Ref: 15/02752/F. The current proposal would be served by an extension of the access drive serving the development to the rear of nos. 1-29.
- 1.2 Shelveys Way is generally typified by semi-detached dwellings set to the front of quite narrow yet very deep plots with very generous rear gardens. Properties are typical of 1930s-50s suburbia.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice prior to the submission of the current planning application.
- 2.2 Improvements secured during the course of the application: None.
- 2.3 Further improvements could be secured: Improvements to the scheme could be secured by way of suitably worded conditions.

3.0 Relevant Planning and Enforcement History

The following list of applications are relevant to the consideration of this application:

- | | | | |
|-----|------------|--|--------------------------|
| 3.1 | 15/02752/F | 6 dwellings, Stanton Lodge and r/o
1-7 Shelveys Way | Refused
31 March 2016 |
|-----|------------|--|--------------------------|

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Appeal allowed
14 November 2016

- | | | | |
|-----|--------------|---|---|
| 3.2 | 16/01437/F | 5 dwellings, Stanton Lodge and r/o
1-7 Shelveys Way | Refused
1 September 2016
Appeal allowed
28 December 2016 |
| 3.3 | 17/00016/S73 | 6 dwellings, Stanton Lodge and r/o
1-7 Shelveys Way | Granted
1 March 2017 |
| 3.4 | 17/02097/F | Erection of 4 dwellings comprising 2
x 4 bedroom detached dwelling, and
1 x pair of semi detached dwellings,
along with access to Shelveys Way
utilising the approved access from
17/00016/S73, and all associated
landscaping, and ancillary work. As
amended on 06/12/2017 | Granted 21
December 2017 |

4.0 Proposal and Design Approach

- 4.1 This is a full application for the construction of four pairs of semi-detached dwellings, to the south side of Shelveys Way in Tadworth, to the rear of numbers 31-41. The development would comprise 3 pairs of 3 bedroom semi-detached dwellings and a single pair of 2 bedroom semi-detached dwellings. They would each have the appearance of a large single dwelling and would be approximately 8.8m in height, covering a width of 17m. Each would have a traditional appearance, having been designed with shallow sloping hipped roofs and pitched roof gables projecting from the principal elevation. Traditional materials would be utilised in the form of plain tiles and brickwork of a tawny colour palette typical of the vernacular. Elements of architectural detail would feature to the gables in the form of timber bargeboard and ridge detail.
- 4.2 Externally each property would be provided with a rear garden approximately 11m in depth, with small area of garden and landscaping to the front. Plots would be divided by 1.8m high close boarded timber fence. Each dwelling would be provided with two parking spaces to the front with the potential to utilise a garage as an additional space. Two visitor parking spaces would site on the opposite side of the extended access road, parallel to plots 6 and 7, with additional strip of new soft landscaping beyond, separating the proposed development from the donor properties beyond.
- 4.3 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;

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Involvement;
Evaluation; and
Design.

4.4 Evidence of the applicant's design approach is set out below:

Assessment	<p>The design and access statement submitted in support of the application identifies the surrounding area as being characterised by residential development comprising a mix of detached and semi-detached suburban houses. The land to the north of the site is identified as being within the Metropolitan Green Belt. The site is identified as being in close proximity shops and services are located in the Kingswood and Tadworth areas, which also provide access to a number of public transport links, including various bus routes as well as Kingswood and Tadworth Railway Stations.</p> <p>No site features worthy of retention were identified.</p>
Involvement	No community consultation is intimated as having taken place.
Evaluation	It is not indicated that alternative development options have been considered.
Design	The design, form and scale of the proposed dwellings has been informed by the character of the surrounding area, which comprises a mix of detached and semi-detached dwellings of varying, yet traditional, 1930s-50s suburban character. This includes the recently approved residential development to the east of the application site. The development would consist of dwellings that would be two storey height with pitched roofs. They would utilise traditional materials of facing brickwork, render, plain tiles with elements of timber weatherboarding. The level of amenity space and size of plot has been informed by consented development to the east which.

4.5 Further details of the development are as follows:

Site area	0.46 hectares
Site Density	27.5 d.p.h
Existing Use	C3 Residential
Proposed Use	C3 Residential
Proposed parking spaces	24
Parking standard	2 car parking spaces per dwelling

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5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1 DES2 DES5 DES8
Access and Parking	TAP1
Natural and Historic Environment	NHE2 NHE3

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
A Parking Strategy for Surrey
Parking Standards for Development

Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010
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6.0 Assessment

6.1 The application seeks permission for the erection of 8 dwellings consisting of 3 x pairs of 3 bed semi-detached dwellings, and a single pair of 2 bed semi-detached dwellings.

6.2 The main issues to consider are:

- Design and Impact on the character of the area;
- Amenity of future occupiers;
- Impact on neighbouring amenity;
- Trees and Landscaping;
- Highway Impact, Access and parking;
- CIL
- Affordable Housing

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Design and Character

6.3 The properties have been designed to reflect the style that is typical of the 1930s-1950s suburban dwellings found in northern part of the borough and carry on the design approach of the development permitted and under construction. They would be of a scale that is typical of the immediate surrounding area in terms of height, having been informed by both existing properties along Shelveys Way, as well as the previously approved development phases to the east. The design would also be a continuation of the approved development in terms of the roof forms, overall scale, materials and architectural detailing. Whilst it is acknowledged that the 8 dwellings proposed would be quite similar in terms of their appearance, they would differ in certain respects, most noticeably the front gables, which would utilise varying shades of either brick work or hanging tile, which would add enough visual interest within the street scene to be deemed acceptable. The extension of the existing arrangement is not considered to give rise to any further harm to established character and would be no more apparent or prominent than the development permitted previously. By virtue of being a longer cul-de-sac, there would be a change to character but this would be contained.

6.4 It is not considered that the scheme would constitute a cramped form of development when considering the principle established to the east and is of comparable density. The level of space around each property and to the side boundaries of the development site would be acceptable and again comparable to the other recently approved schemes. It would be appropriate to examine the appeal decision relating to application no. 18/00082/F, replacement of detached house with pair of semi-detached houses on plot 2, immediately to the west of the application site. The inspector had the following to say about how successful the appeal proposal was in respecting local distinctiveness.

“...the proposal would be read as part of a newly formed street scene, which has a character distinctively different to that of Shelveys Way. Indeed, due to the limited intervisibility there would be no material harm to the local distinctiveness of Shelveys Way...The scale and design of the proposed dwellings would be similar to that approved for plots 1, 4 and 5 and would not therefore appear out of place. The spacing between dwellings would also be comparable to that approved and would not give rise to a cramped, overdevelopment of the site...”. The inspector also commented on the matter of a car parking dominated frontage and how this compared with other recently approved development in the vicinity, as follows.

“...the approved parking arrangement for the completed six dwelling scheme includes double width parking in front of three of the dwelling, with tandem parking in front of another. It would not therefore be an unusual arrangement in this context. Indeed, the arrangement would be very similar to that at plots 1 and 2, which are positioned in a much more prominent and sensitive location at the entrance to the new development...”.

The present proposal does have side by side frontage/tandem parking but the impact of this on the street is comparable to existing parking arrangements in

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the neighbourhood, as identified by the appeal inspector, and the presence of amenity space featuring a TPO tree elsewhere along the frontage.

Amenity of future occupiers

- 6.5 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight.
- 6.6 Nationally Described Space Standards require a two storey 3 bedroom dwelling to provide a minimum of 102 sq. metres of internal floor area. All eight of the proposed dwellings would more than exceed this requirement. Each of the bedrooms would be of an acceptable size, two of which would be south facing, with windows appropriately placed to ensure each would be provided with an acceptable level of sunlight/ daylight as well as a reasonable outlook. Each property would have a rear garden of acceptable size that would be consistent with neighbouring properties in the development.
- 6.7 The development is considered to comply with Policy DES5 of the Development Management Plan 2019 with regard to ensuring the provision of high quality homes for future occupants.

Impact on neighbouring residential amenity

- 6.8 As has been noted, the traditional pattern of existing development on Shelveys way has been typified by long rear gardens. Given this feature and the separation distances therefore between existing properties and the proposal which are comparable to the development which has been built to the rear of 1-7 Shelveys Way, it is unlikely that harm to neighbouring residential amenities would occur as regards overlooking, overshadowing or overbearing effect.
- 6.9 The proposed dwellings would be sited in excess of 45m from the donor properties to the north. Whilst the dwellings would feature front facing windows serving the master bedrooms the separation distance would be more than sufficient to ensure the relationship does not result in undue overlooking/ loss of privacy, particularly to the rear gardens of these properties. It is proposed to incorporate a strip of landscaping to the northern part of the application site, which would serve to provide screening between the proposed dwellings and these properties.
- 6.10 Number 43 Shelveys Way to the west of the site features an outbuilding along the very rear boundary of the plot, which is used for ancillary purposes to the

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main dwelling. The garage of plot 8 would be sited approximately 1m from the shared boundary between the two plots; however the main bulk of the proposed dwelling would be in excess of 4.5m from the neighbours' outbuilding. Whilst the presence of the new dwelling would result in a change in the relationship between the two properties, it is not considered that the scale of the dwelling would be sufficiently overbearing in nature to warrant refusal.

- 6.11 The proposed dwellings have been sited in such a way as to avoid undue impact on each other. Whilst there would be some overlooking of rear gardens afforded from rear bedroom windows, this would not be untypical of such an arrangement.
- 6.12 Objection has been made on the grounds that the development would result in a poor outlook and loss of view for neighbouring properties, including to the rear. Whilst there are properties located to the south, unlike the first development of the site which abutted woodland, these are a significant distance away such that no harm to amenity would arise. It is recognised that the development would result in change, but it is not considered that this would be materially harmful as the proposed dwellings would be a sufficient distance away from neighbouring properties to not impact on outlook. It is also the case that a 'right to a view' is not a material planning consideration in the assessment of a planning application.
- 6.13 Regarding inconvenience and increased noise and disturbance during construction, whilst it is accepted that this can be an issue for residents, it is a temporary impact, rather than being capable of a reason for refusal. Statutory noise legislation is in place to deal with excessive noise levels. A condition requiring the submission and approval of a construction transport management plan would be included on any grant of permission.
- 6.14 Regarding objection on the grounds of harm to a Conservation Area, the site is not located within such designated areas. The site is also not within the Metropolitan Green Belt, though it is acknowledged that the development site is adjacent to the Green Belt.
- 6.15 As regards to concern about impact on property values, this is not a material planning consideration that can be taken in to account. With regard to the development being in conflict with a covenant, this is not a material planning consideration that can be taken in to account.
- 6.16 Any concern around crime fears would be a police matter. It is also not the view that such a development would give rise to health issues.
- 6.17 On balance it is considered that the proposed development would not give rise to a sufficient level of harm to neighbouring residential amenity to warrant refusal on this basis. The proposal would therefore comply with policy DES1 of the Development Management Plan 2019.

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Trees and Landscaping

- 6.18 To the south, beyond the application site, is a wooded area of dense tree cover, all of which are protected by a group tree preservation order. It is noted that a number of non-protected trees have been pre-emptively felled, which is unfortunate. However the proposed development would provide opportunity for a landscape scheme to be implemented along the northern boundary of the site. In the event of permission being granted conditions requiring the submission of both a finalised tree protection plan and full landscaping details to be submitted to and approved by the Local Planning Authority prior to the commencement of development. Subject to compliance with these conditions the development would be acceptable with regard to tree matters, in accordance with Policy NHE3 of the Development Management Plan 2019.

Highway Impact, Access and Parking

- 6.19 The County Highway Authority (CHA) has been consulted on the application and acknowledges that historically a large number of objections have been raised by local residents and the Tadworth & Walton Residents Association (TWRA) in relation to the proposed developments that have been submitted during the past few years, particularly in terms of its impact upon traffic congestion, highway safety, and on street parking. However, the CHA has reached a different conclusion in terms of the severity of the impact of the development on the local highway network. The CHA has addressed the main highway concerns below.
- 6.20 The National Planning Policy Framework states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are "severe". The CHA acknowledges that the current proposed development of six three bed units and two x two bed units on top of the approved six dwellings to the rear of 19-29 Shelveys Way , together with the permitted development of 4 dwellings to the rear of 9 to 17 Shelveys Way and 6 dwellings on land to the rear of 1-7 Shelveys Way, would have a cumulative impact in terms of increasing the number of vehicular movements to and from the site via Shelveys Way. However, an increase in traffic does not necessarily equate to a reduction in highway safety.
- 6.21 The CHA's views on traffic impact have been supported by the Planning Inspectorate. In the Appeal Decision for application 16/01437, which was for the erection of 5 dwellings on land to the rear of 1-7 Shelveys Way, the Inspector concluded: "A development of 5 dwellings would not be likely to generate a great deal of traffic, and in the wider context of the junction of Shelveys Way with the A217, is unlikely to materially affect current conditions". Likewise, in the Appeal Decision for application 15/02752, which was for 6 dwellings on land to rear of 1-7 Shelveys Way, a different Inspector stated: "I have borne in mind that Shelveys Way is a relatively busy road and that the proposed access drive would meet it at a point relatively close to the junction with the A217 On balance I find insufficient grounds to conclude the access arrangements for a net increase of five dwellings in this location would compromise highway safety".

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- 6.22 The total provision of dwellings on the site if this application were to gain planning permission would be 26 units. In terms of traffic generation the site is likely to produce about 16 vehicle movements during the development peak in vehicle movements between 0800 and 0900 hours. During the evening peak in development vehicle movements the site would generate about 17 movements. The peak in development vehicle movements coincides with network peak. The increase in vehicle movements is small compared to the flow of vehicles on the neighbouring strategic highway network and the increase in movements does not come close to the threshold in movements we used to ask for transport assessments. This threshold is 30 movements.

Access

- 6.23 Local residents and the TWRA have previously expressed strong concerns regarding the suitability of the site access, in terms of it being located in close proximity to the junction of Shelveys Way with the A217 Brighton Road. An independent speed survey has been carried out on behalf of the applicant, and the recorded 85th percentile speed on approach to the site access from both directions was 20-21mph. The site access has been provided with a visibility splay of 2.4m 'x' distance by 27.5m 'y' distance to the east, which is appropriate for speeds of 20-21mph, based on the guidance in 'Manual for Streets'. Furthermore, there is an existing speed table located on Shelveys Way between the A217 junction and the site access, which will help to control traffic speeds and ensure that speeds on approach to the access from this direction remain low. The CHA is therefore satisfied that the site access is both safe and suitable to accommodate the additional traffic that would be generated by the proposed 5 dwellings.
- 6.24 The site access is 4.8m wide, which is sufficient to allow two cars to enter and exit the site simultaneously. The applicant has also demonstrated that a 2.5m wide by 10.3m long refuse vehicle would be able to turn around within the site and exit in forward gear. The development already has a turning area towards the eastern end of the original site. The current development includes a turning area too. The CHA is therefore satisfied that the proposed development would not result in any vehicles waiting or queuing on Shelveys Way to access the site, or to vehicles reversing out of the site onto the public highway, in close proximity to the A217 junction.

Parking

- 6.25 The proposed development includes two parking spaces and a garage per 6 of the proposed units. This equates to 18 parking spaces. The seventh and eighth dwellings would have one parking space and a garage. The developer is proposing two visitor spaces. In total the proposed development includes 24 parking spaces which includes two visitor spaces. According to Reigate and Banstead Parking Standards the development should have 16 spaces for the residential units and 2 visitor spaces. The development is providing well in excess of the minimum required spaces for each of the units.

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Turning

- 6.26 The developer is proposing an adequate turning area within the proposed development for refuse vehicles. There is also an adequate turning area in the development behind 09 to 29 Shelveys Way.

CIL

- 6.27 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public transport and community facilities which are needed to support new development. This development would be CIL liable although, the exact amount would be determined and collected after the grant of planning permission.

Affordable Housing

- 6.28 The proposed development is below the threshold at which affordable housing can be required by Policy DES6 of the DMP. However, when considered cumulatively together with the preceding developments to the east, the total size of the new development would exceed the 11-unit threshold. However, case law dictates that in order to consider successive developments as cumulative for the purposes of requiring affordable housing, then there must be evidence that the entire development has been planned 'as one'. In this case there is no evidence to dispute that each phase was planned independently of each other and successive to each other. Indeed, residents from parts of the development now included were objectors to the original schemes, indicating that they were not signed up to be part of a wider, eventual scheme. Counsel advice has been obtained which confirms that it would therefore be unreasonable to require affordable housing from the development as a result.

CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Date Received
Arboricultural Plan	AS/TCP/19102019	1	17.12.2019
Location Plan	19004-A-PL01	A	17.12.2019
Site Layout Plan	19004-A-PL03	A	17.12.2019
Site Layout Plan	19004-A-PL02	A	17.12.2019
Proposed Plans	19004-A-PL08	A	17.12.2019
Proposed Plans	19004-A-PL06	A	17.12.2019
Proposed Plans	19004-A-PL07	A	17.12.2019
Proposed Plans	19004-A-PL05	A	17.12.2019
Street Scene	19004-A-PL10	A	17.12.2019

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Street Scene	19004-A-PL09	A	17.12.2019
Site Layout Plan	19004-A-PL11	A	17.12.2019
Block Plan	19004-A-PL04	A	17.12.2019
Other Plan	19004-A-PL12	A	17.12.2019
Arboricultural Plan	M331-240	A	17.12.2019
Proposed Plans	19004-A-PL100	A	17.12.2019

Reason:

To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:

To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

3. No development shall take place until samples of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Policies DES1 of the Development Management Plan 2019 and the NPPF 2019.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A, B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Policies DES1 of Development Management Plan 2019.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason: To ensure that the development does not affect the amenity of the neighbouring properties by overlooking and to protect the visual amenities of the area in accordance with DES1 of Development Management Plan 2019.

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6. The first floor windows in the side (east and West) elevations of the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to DES1 of Development Management Plan 2019.

7. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalized Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings and location of site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and DES1 and NHE3 of Development Management Plan 2019.

8. No development shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including specialised urban planting pits, cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

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Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

9. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking turning areas shall be retained and maintained for their designated purposes.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

10. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) measures to prevent the deposit of materials on the highway
 - (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (i) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

11. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

12. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

13. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.

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3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

5. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Semi-

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Extra Heavy Standard size with initial planting heights of not less than 4m with girth measurements at 1m above ground level in excess of 14/16cm.

6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

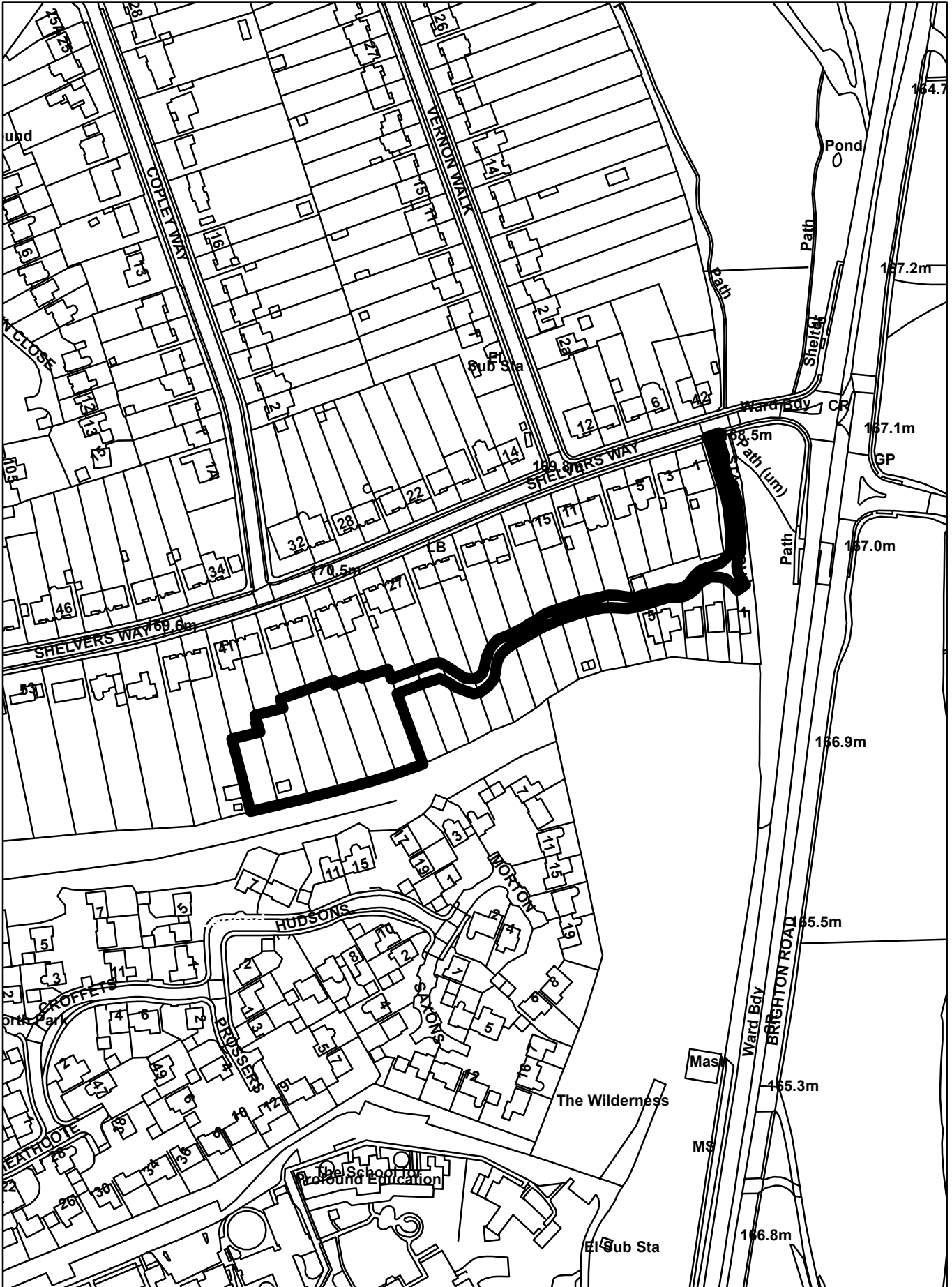
REASON FOR PERMISSION

The development hereby permitted has been assessed against the NPPF 2019 and Development Management Plan policies DES1 DES2 DES5 DES8 TAP1 NHE2 NHE3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

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19/02536/F - Land To The Rear Of 31-41 Shelvers Way,
Tadworth



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Client: DEWINE HOMES PLC
Site: Land at 21 & 23 Stewarts Way, Redditch, CV20 0JL
Project: Water Control Plan
Issue: PLANNING APPLICATION

Date: 20/11/18
Author: A/C
Check: A/C
Drawn: A/C

Scale: 1:500 @ A1
Issue: 1
Revision: 1

Vision Architects
 18004-A-PL11
 A

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ACCOMMODATION SCHEDULE

Application Size Area = 4561 sq. m / 0.45 hectares / 1.13 acres

% OI / YrE	QUANTITY
Plots 1 to 6: 3 Bedroom Houses (91.5 sq. m / 985 sq. ft)	6
Plots 7 & 8: 2 Bedroom Houses (79.2 sq. m / 852 sq. ft)	2
TOTAL	8
Zoning	23 spaces

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MODEL FILE REFERENCE: 19004-A-PL03

scale: 1:200 @ A1

date: December 2018

drawn by: AJC

checked by: AJC

approved by: AJC

status: PLANNING APPLICATION

client: DEVINE HOMES PLC

project: Land at 31 to 41 Sheffields Way, Tackworth, KT20 6QJ

description: Proposed Site Layout (Coloured)

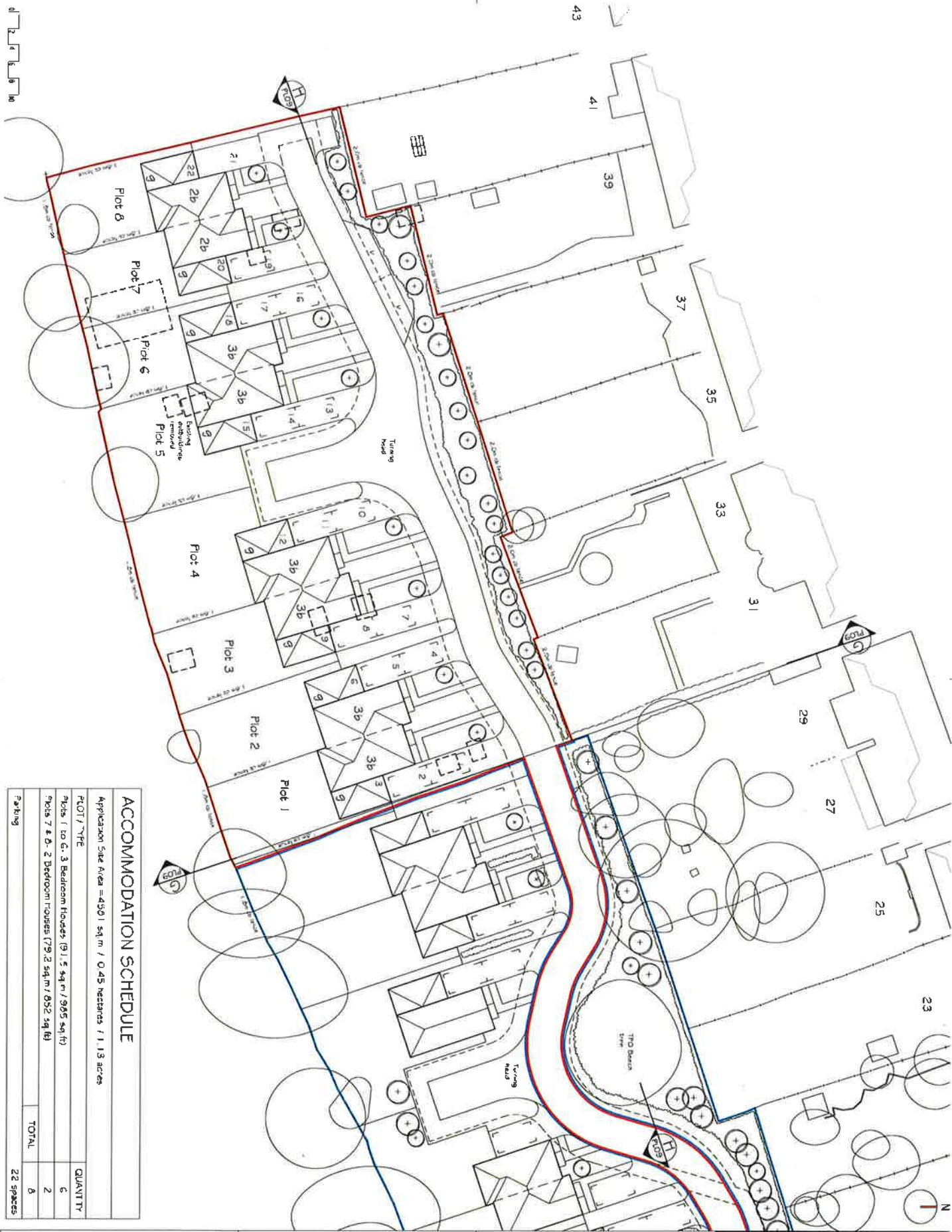
revision: A

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drawing No: 19004-A-PL03 revision: A

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ACCOMMODATION SCHEDULE

Application Site Area = 4501 sq m / 0.45 hectares / 1.13 acres

Plot / Type	Quantity
Plots 1 to 6 - 3 Bedroom Houses (91.5 sq m / 965 sq ft)	6
Plots 7 & 8 - 2 Bedroom Houses (79.2 sq m / 852 sq ft)	2
TOTAL	8

Parking

22 spaces

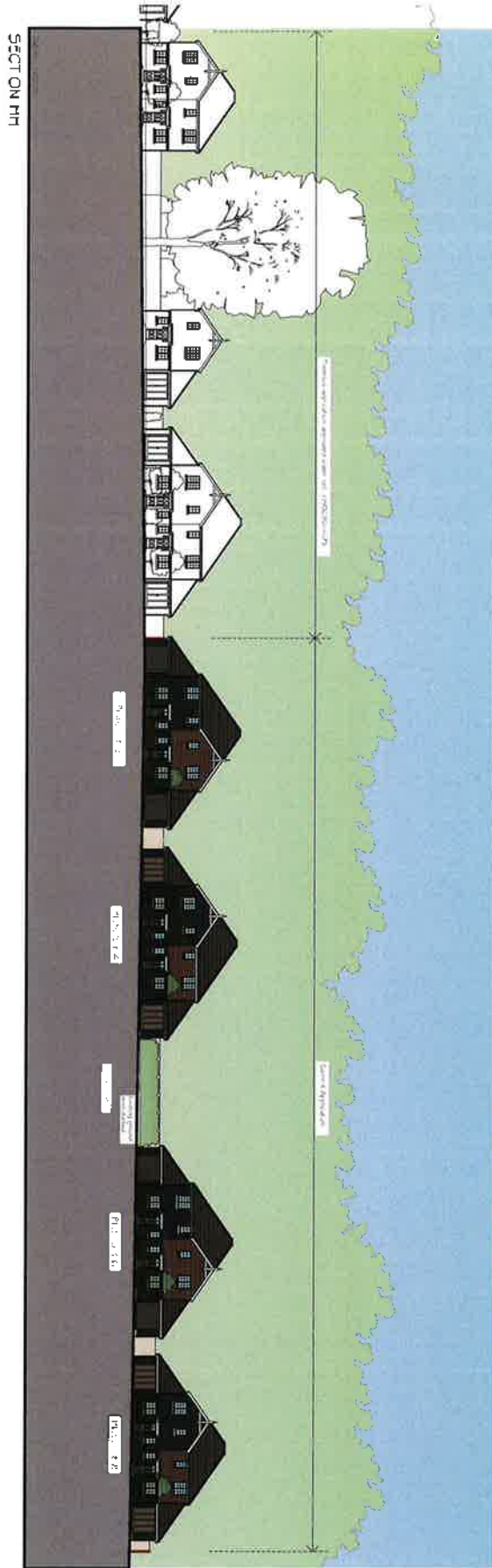
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1:200 @ A1 client DEVINE HOMES PLC
 date December 2019 project Land at 51 to 41 Shoreway, Tisbury, Wiltshire, Wiltshire, Wiltshire, Wiltshire
 scale A/C drawing name Proposed Site Layout
 plotted A/C status PLANNING APPLICATION

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A: Planning Issue
 BY: [Signature]

2019 10 11 AJC AJC
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DATE: 1209 @ A1
 DATE: December 2019
 DRAWN: AJC
 CHECKED: AJC

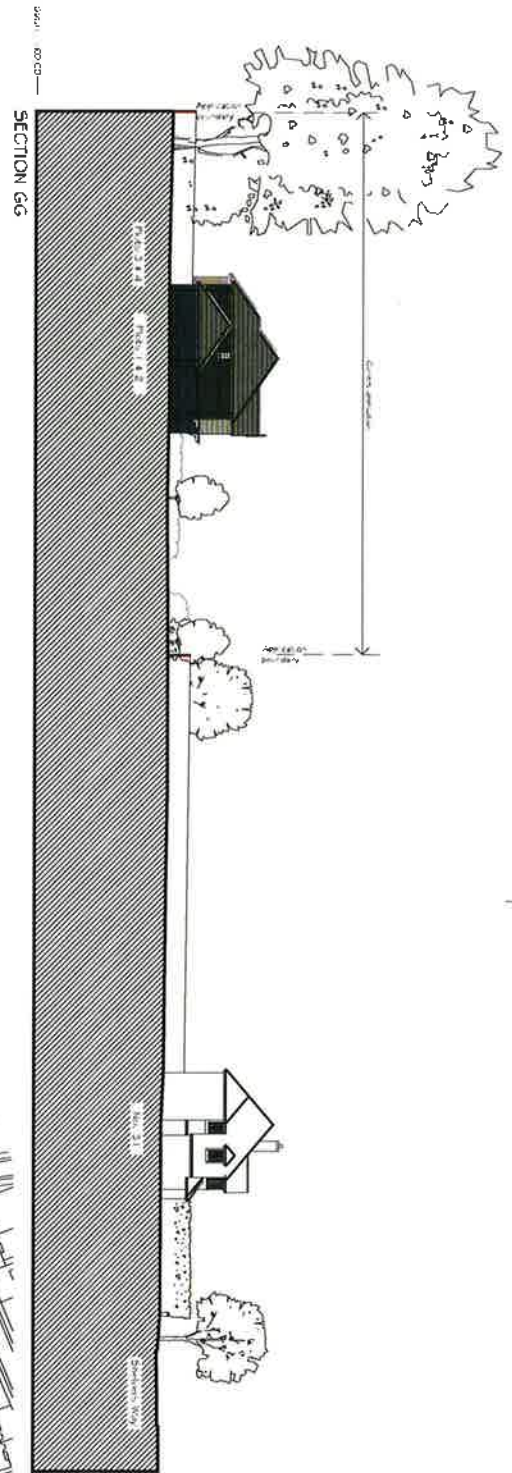
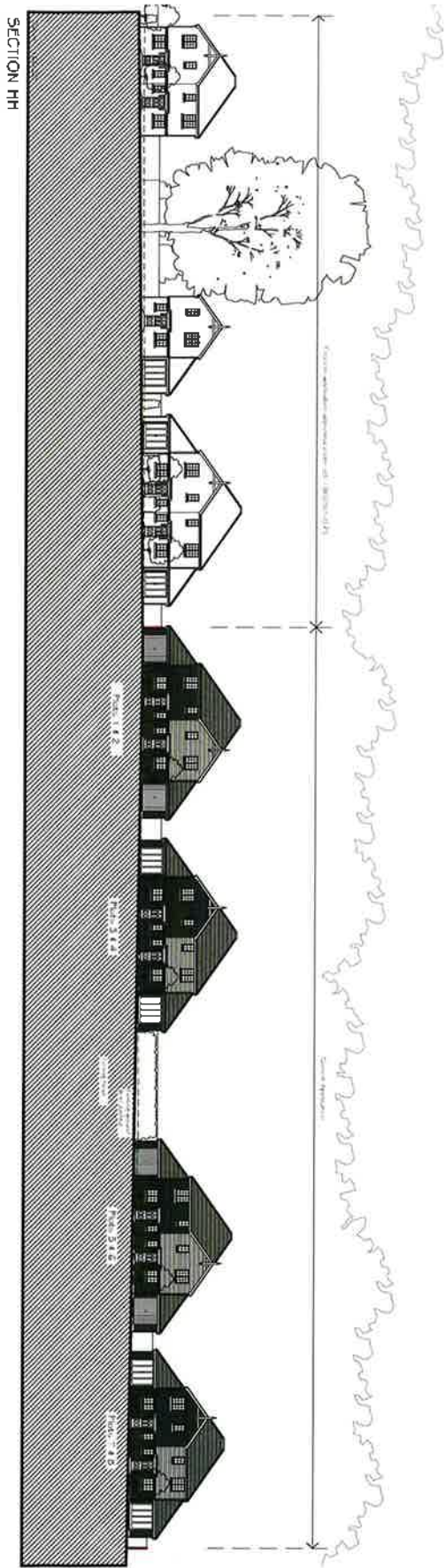
CLIENT: DEVINE HOMES PLC
 PROJECT: Land at 31 to 41 Sheffere Way, Tudorville, KT20 5QJ
 DRAWING: Proposed Street Scene within site (coloured)
 TYPE: PLANNING APPLICATION

wessex house upper molesworth road, cotham, bathspa, BA20 9ED
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VISION
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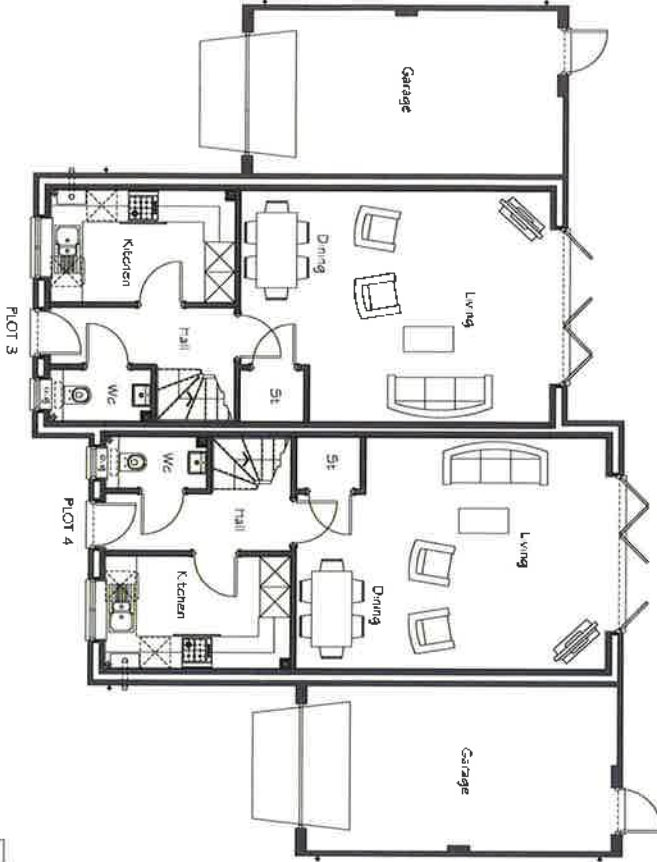
A Planning Issue
 04/10/2019
 19/12/19 AJC A.J.C.
 08/01/20 AJP

scale 1:200 @ A1
 date December 2019
 drawn AJC
 checked AJC
 client DEVINE HOMES PLC
 project Land of 31 to 41 Shelburne Way, Tadmorh, KT20 5QL
 scheme Proposed Site Sections
 title PLANNING APPLICATION

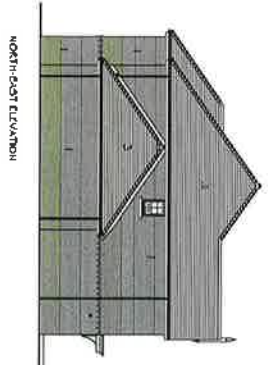
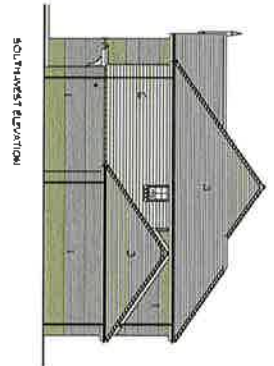
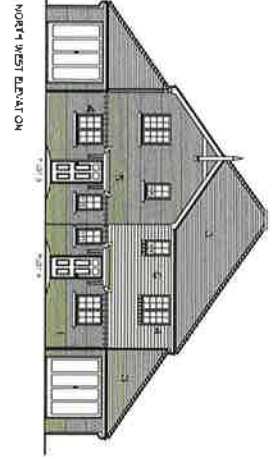
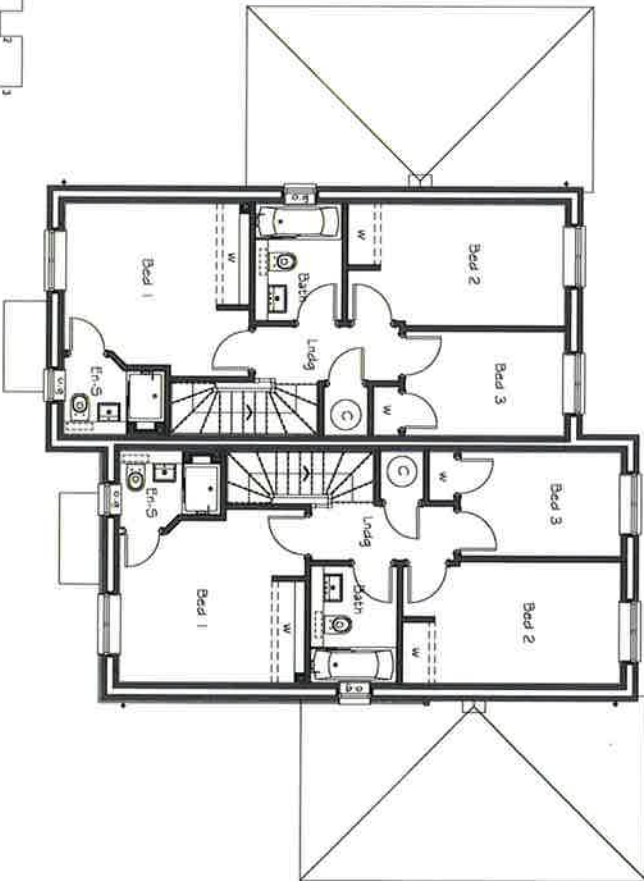
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Agenda Item 7

GROUND FLOOR PLAN



FIRST FLOOR PLAN



KEY TO MATERIALS	
1	Facing Brickwork
2	Render
3	Plan Tiles
4	UPVC Windows and Doors
5	Single Ply Membrane
6	Plan Tile Hanging
7	Timber Cladding

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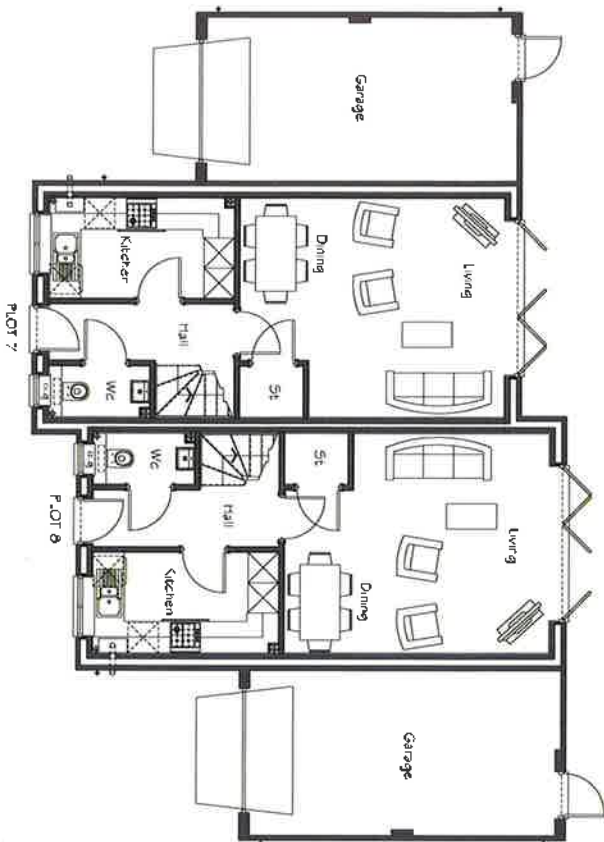
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 DEVINE HOMES PLC
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 Plans D & 4 - Proposed Floor Plans & Elevations
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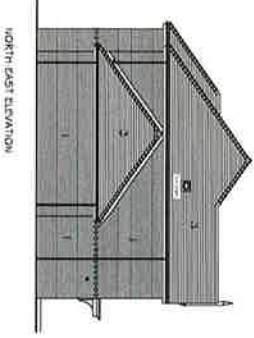
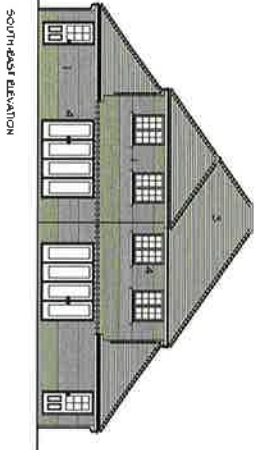
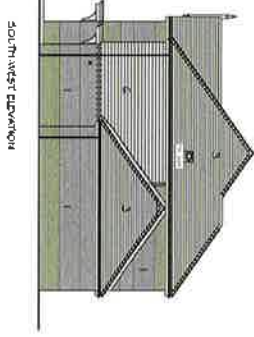
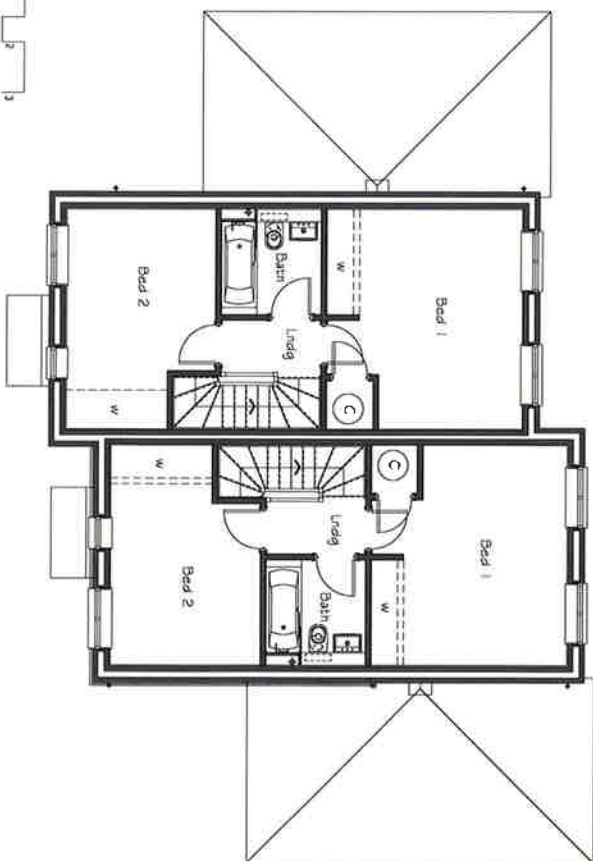
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GROUND FLOOR PLAN



FIRST FLOOR PLAN



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2	Kereler
3	Plan Tiles
4	JVIC Windows and Doors
5	Single Fly Membrane
6	Plan Tile Chasing
7	Timber Boarding

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 date December 2019
 drawn A/C
 checked A/C
 client DEVINE HOMES PLC
 site Land at 31 to 41 Shalveth Way, Tadworth, KT20 5QJ
 project Plot 7 & 8 - Proposed Floor Plans & Elevations
 notes PLANNING APPLICATION

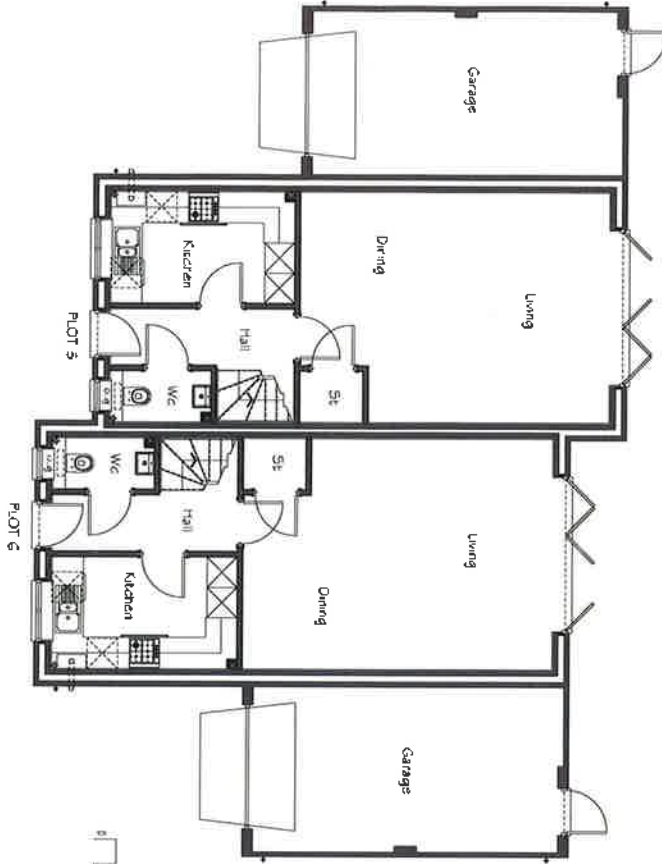
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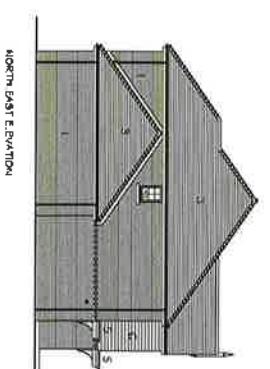
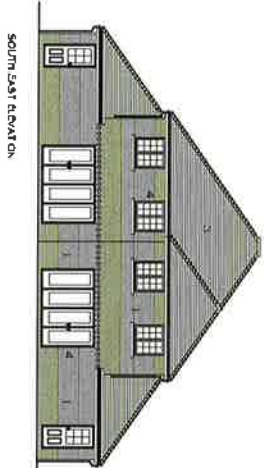
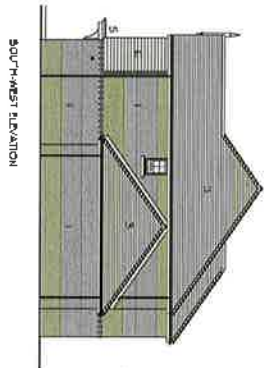
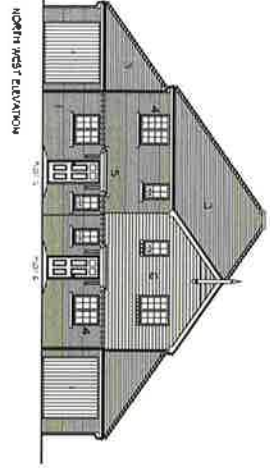
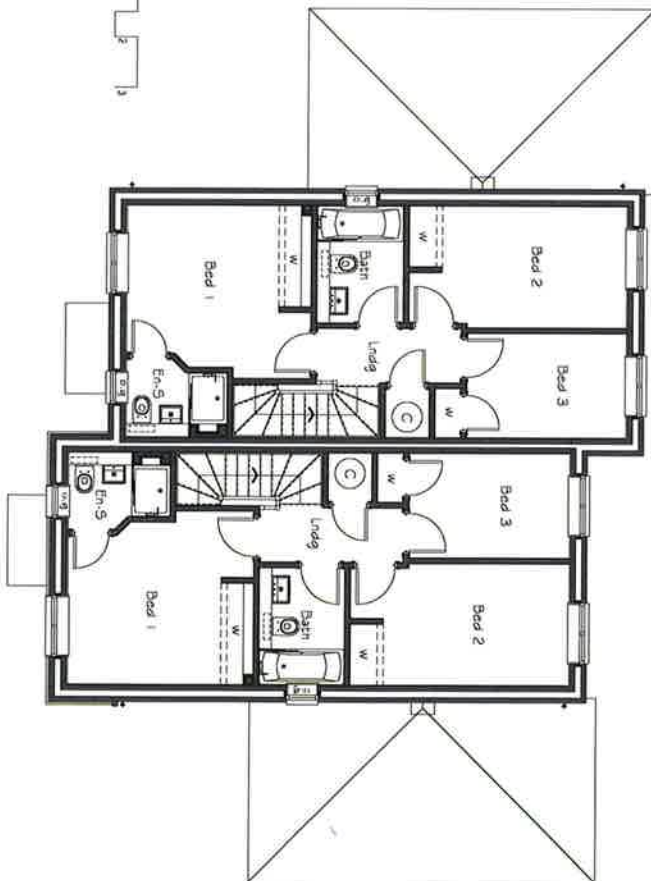
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Agenda Item 7

GROUND FLOOR PLAN



FIRST FLOOR PLAN



KEY TO MATERIALS	
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3	Plain Tiles
4	AFC Windows and Doors
5	Single Ply Membrane
6	Plain Tile Roofing
7	Terrace Boarding

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client DEVINE HOMES PLC

project Land at 31 to 41 Shelveys Way, Ticklish, KT20 5QU

address Plots 5 & 6 - Proposed Floor Plans & Elevations

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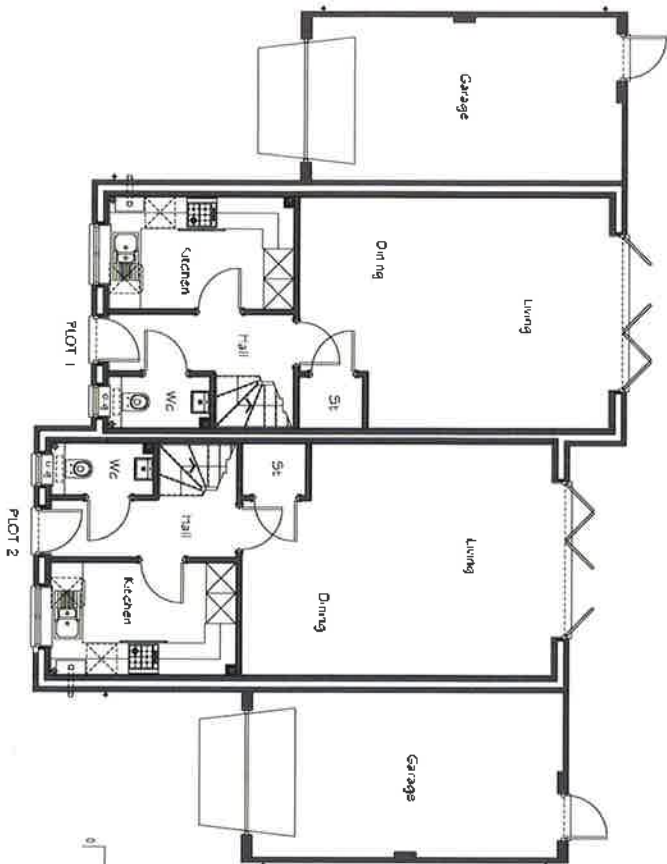
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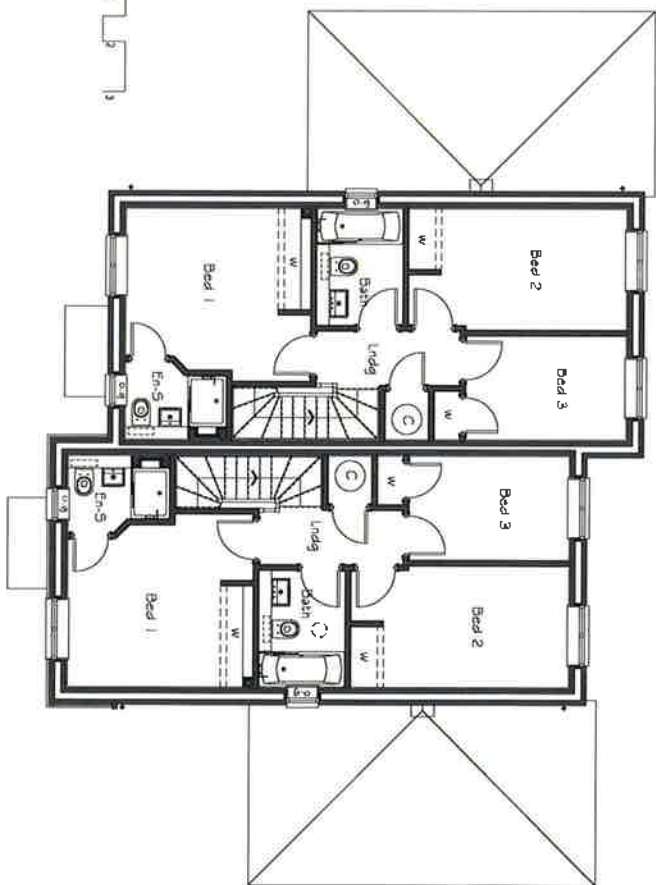
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GROUND FLOOR PLAN

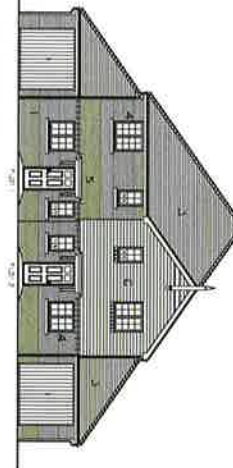


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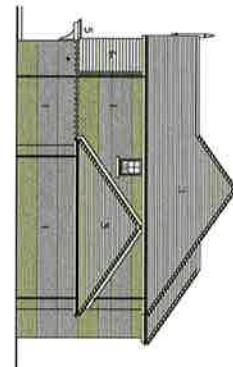


KEY TO MATERIALS	
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2	Render
3	Plum Tiles
4	PVC Windows and Doors
5	Single Ply Membrane
6	Plum Tile Hanging
7	Timber Cladding

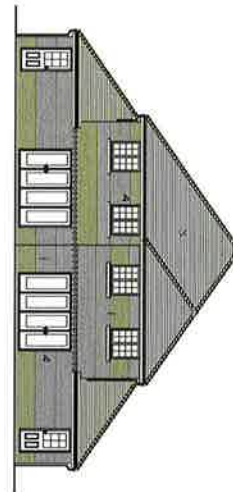
NORTH WEST ELEVATION



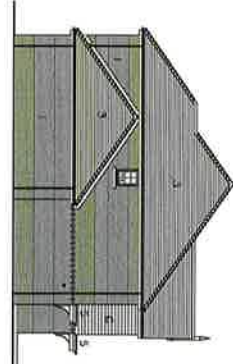
SOUTH WEST ELEVATION



SOUTH EAST ELEVATION



NORTH EAST ELEVATION



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 checked AUC
 client DEVINE HOMES PLC
 site Land at 31 to 41 Shevans Way, Teddworth, KT20 5GJ
 project Plots 1 & 2 - Prepped Floor Plans & Elevations
 title PLANNING APPLICATION


vision architects upper market street windybush leamington CV35 9FD
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29th April 2020

Agenda Item: 8
20/00162/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	29 th April 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Hollie Marshall
	TELEPHONE:	01737 276010
	EMAIL:	Hollie.marshall@reigate-banstead.gov.uk
AGENDA ITEM:	8	WARD: Horley East and Salfords

APPLICATION NUMBER:	20/00162/F	VALID:	30 January 2020
APPLICANT:	Gold Property Developments Ltd	AGENT:	Future PD
LOCATION:	DEVELOPMENT SITE AT FORMER 18 BRIGHTON ROAD SALFORDS SURREY		
DESCRIPTION:	Erection of Class B1a office building, with associated landscaping and parking.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full for the erection of a two storey building to be used as offices. The proposed building would be sited towards the southern side of the site and would share the existing access to the A23 with the neighbouring residential development. The building would be similar in design and appearance to the residential dwellings with a gable roof to the southern side of the building and a hipped roof design to the north. Ten additional parking spaces are proposed, along with the relocation of six of the existing parking spaces that serve the residential properties.

The site is located partly within Flood Zone 3 and partly within Flood Zone 2. Local and National Policy require the proposals for development in Flood Zones 2 and 3 must pass the Exception and Sequential Test in order for the development to be acceptable in Floor Risk terms.

The application follows an identical proposal that was refused in August 2018, and dismissed at appeal in September 2019. Despite a refusal on flood grounds, the Inspector deemed the flood impacts to be acceptable, in the absence of sufficient sites for employment use in sequentially preferable sites at lesser flood risk. However, the Inspector did dismiss the appeal on the basis of the proposed use being outside a designated employment area and so contrary to Local Plan Policy EM10 at place at that time: *'Whilst I have found that the development proposed would meet the requirement of the Sequential Assessment test, would have no harmful effect on flood risk and would be safe for its lifetime, it would represent*

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development outside of the designated employment areas. The proposal was found to be contrary to policy Local Plan policy EM10 criterion (iii) whereby the proposal was approximately 10% greater in floor area than the threshold of the policy allowed.

Since the previous application/appeal the policy position has changed through the adoption of the Development Management Plan and the proposal must now be considered in the context of policy EMP3 of the 2019 DMP which replaces policy EM10 of the Borough Local Plan 2005. Where policy EM10 of the Borough Local Plan 2005 restricted employment development outside of employment areas to be no greater than 300sqm in floor area, policy EMP3 of the DMP does not have this same restriction. The reason being to promote flexibility of uses across the Borough, in accordance with the provisions of the NPPF.

A flood risk assessment was submitted with the application and no objection subject to conditions is raised by the Environment Agency. In view of this and the previous appeal decision, there is no objection to the proposed technical design and it is considered that the development could be made safe for its lifetime without increasing flood risk elsewhere. In this context, it is considered to satisfy this limb of the Exception Test as set out in National Policy. A condition is recommended to secure the implementation of the flood mitigation measures contained in the flood risk assessment.

No objection is raised by the County Highways Authority subject to recommended conditions.

RECOMMENDATION(S)

Planning permission is **GRANTED** subject to conditions.

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Consultations:

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions.

Salfords and Sidlow Parish Council – Objects on the grounds of flood risk, hazard to highway safety, loss of open space and loss of amenity

Environment Agency – no objection subject to conditions

Representations:

Letters were sent to neighbouring properties on 3rd February 2020.

8 responses have been received raising the following issues:

Issue	Response
Drainage/sewage/capacity	See paragraph 6.3 - 6.16 and condition 5
Flooding	See paragraph 6.3 -6.12 and condition 5
Inadequate parking	See paragraph 6.24 to 6.26 and condition 6
Inconvenience during construction	See paragraph 6.20 and condition 8
Increase in traffic and congestion	See paragraph 6.24 – 6.26
Loss of a private view	See paragraph 6.29
No need for the development	See paragraph 6.10 - 6.13
Overlooking and loss of privacy	See paragraph 6.18 – 6.19 and condition 13
Property devaluation	See paragraph 6.29
Noise and disturbance	See paragraph 6.21
Alternative location/proposal preferred	See paragraph 6.3 -6.12
Harm to Green Belt/countryside	See paragraph 6.16
Harm to wildlife habitat	See paragraph 6.30
Hazard to highway safety	See paragraph 6.24 – 6.28 and conditions 6 - 10
Overdevelopment	See paragraph 6.13 – 6.16
Loss of a private view	See paragraph 6.29

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Overshadowing See paragraph 6.18 – 6.19

Overbearing relationship See paragraph 6.18 – 6.19

1.0 Site and Character Appraisal

1.1 The site occupies a plot on the western side of the A23, Brighton Road. It is within the urban area although the Metropolitan Green Belt abuts to the north.

1.2 The site comprises a former caravan sales site that has been partly developed to provide 20 residential dwellings comprising of terraced houses and a block of flats. To the north of the site is the Salfords Stream. West of the site are located residential properties whilst to the south are various retail and residential uses associated with its designation within a local shopping centre.

1.3 The part of the site to which the proposal pertains lies within EA Food Zones 2 and 3 and was previously proposed to be an open area of shared space to serve the residential properties recently built.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: Pre-application advice was sought and provided in regard to flooding issues.

2.2 Improvements secured during the course of the application: None

2.3 Further improvements could be secured: Flood mitigation and drainage would be secured by way of conditions.

3.0 Relevant Planning and Enforcement History

3.1	15/00451/F	Demolition of existing buildings and erection of 14 dwellings with associated landscaping, access and parking	Approved with conditions 5 June 2015
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3.2	15/02755/F	Demolition of existing buildings and erection of 20 dwellings with associated landscaping, access and parking.	Approved with conditions 28 September 2016
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3.3	18/00751/F	Erection of Class B1a office building, with associated landscaping and parking.	Refused 24 August 2018 Appeal dismissed
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3.4 Application 18/00715/F was refused for the following reasons:

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1. The proposed development, by virtue its location in Flood Zones 2 and 3, would result in development being unnecessarily directed towards a site at higher probability and risk of flooding. Notwithstanding the information supplied by the applicant, it is concluded that the proposal fails to meet the Sequential Test as other sites at lower probability risk of flooding are available and the proposal is therefore contrary to policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, policy CS10 of the Reigate and Banstead Core Strategy 2014 and the provisions of the National Planning Policy Framework.
 2. The proposed new office building, by virtue of its size, location outside a designated Employment Area without evidence to demonstrate there are no suitable alternative sites within the designated Employment Areas and t a quantitative need for the particular office provision proposed on this site, as well as the environmental harm that would result from its location within an area at risk from flooding fails to comply with policy Em10 of the Reigate and Banstead Borough Local Plan 2005.
- 3.5 A subsequent appeal was dismissed in September 2019. The Inspector in his decision letter identified two issues as follows:
- Whether the appeal site is a suitable location for employment development; and,
 - The effect on the risk of flooding.

In his letter the Inspector noted that the Council had indicated that the Reigate and Banstead Development Management Plan was at an advanced stage and that significant weight should be attached to it. He then stated that he had no further details with respect to the emerging Plan before him and that as it had not yet been adopted, he attached little weight to it.

With regards to the first issue, the Inspector noted that the development would provide approximately 336m² of B1(a) office floorspace, on a site formerly in commercial use, but not part of a designated employment area. He noted that the Council referred to then Local Plan policy EM10 (Employment outside Employment Policy Areas) and that the proposal did not comply with parts (i), (ii) and (iii) of the policy. With respect to saved Policy EM10 of the LP criteria (i) the proposal would need to comply with saved Policy EM2 of the LP, which amongst other things would seek to ensure the Council is satisfied that it has sufficient land and premises available for employment purposes.

The Inspector noted that the appellant had undertaken a detailed assessment of the commercial market and from the evidence presented he concluded that given the shortfall of suitable alternative sites and significant loss of office floorspace identified in previous years, the development proposed would make a modest contribution to the Council's commercial space provision and therefore would meet criterion (i) of saved Policy EM2.

With respect to criteria (ii) of Policy EM10 of the LP, the Inspector noted that the Council did not raise any concerns with respect to the impact of the

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proposed development on the character of the wider area or any harmful effects to the occupiers of the neighbouring properties. He therefore concluded that this criterion would be met.

Criteria (iii) of former Local Plan Policy EM10 stated that no individual unit should exceed 300m² gross floorspace, unless it was for an existing firm wishing to extend or redevelop within its own curtilage or on land immediately adjacent for its own occupation.

The Inspector noted that whilst the development proposed would provide two separate office units intended for separate occupation, with a net floor area of approximately 138m² and 150m², with shared entrance, core and WC's, these uses would be accommodated within a single building with a total gross internal floorspace of approximately 336m².

He also noted that the amplification text to former Local Plan Policy EM10 stated that the term individual unit meant a structurally separate building of not more than 300m². Whilst the development proposed would make effective use of the land, he considered that it would be significantly bigger, being more than 10% of the threshold set out in criterion (iii).

He also considered that the appellant has provided no evidence which indicates that the appeal site would be occupied by an existing business or that it would meet the expansion needs of an existing firm and concluded that it would not meet the requirement as defined by criteria (iii) of saved Policy EM10 of the LP.

On the second issue, Risk to Flooding, the Inspector noted that the site was partly within Flood Zone 2 and party within Flood Zone 3, which indicated that part of the site would have a high probability of flooding.

The Inspector referred to paragraph 155 of the NPPF, which states that inappropriate development in areas of flood risk should be avoided by directing development away from areas of highest flood risk, but where development is necessary, making it safe without increasing flood risk elsewhere. The Framework advises that development should not be permitted if there are reasonably available sites appropriate for the proposed development with a lower probability of flooding.

He also referred to para 157 which indicates that a Sequential Test should be applied to proposals for new development. He noted that the appellant submitted a flood risk assessment and no objection was raised by the Environment Agency, subject to conditions if the development proposed was allowed. He also noted that the Council had stated that there was no objection to the technical design which meant that the development could be made safe for its lifetime without increasing flood risk elsewhere and as a result it would meet part of the Exception Test as set out in the Framework.

With regards to the Sequential Test, he noted that the Council did not consider that the Sequential Assessment submitted with the applicant was

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sufficient to demonstrate that all available site had been considered. The Inspector set out in his decision letter his reasoning for disagreeing with the Council on this issue and concluded that he was not persuaded that there were sufficient preferable alternative sites available within the Borough and as a result, he concluded that the development proposed could not be directed towards areas with a lower probability of flooding.

He therefore considered that the proposal would comply with flood policies Ut4 of the former Local Plan (2005) (LP) and CS10 of the CS and the Framework.

The appeal was dismissed therefore on the grounds that the proposals did not comply with Part (iii) of former Local Plan Policy EM10 and exceeded the threshold of 300m² stated in the policy.

- 3.7 Following the receipt of the appeal decision letter, the Council adopted the Reigate and Banstead Development Management Plan on 26th September 2019. Former Policies Em10 and Ut4 were replaced by new Policies EMP3 and CCF2 respectively.

4.0 Proposal and Design Approach

- 4.1 This is a full for the erection of a two storey building to be used as offices. The proposed building would be sited towards the southern side of the site, and would share the existing access to the A23 with the neighbouring residential development. The building would be similar in design and appearance to the residential dwellings with a gable roof to the southern side of the building and a hipped roof design to the north. A matching pallet of materials is proposed that would assist in integrating the appearance of the building with the locality.
- 4.2 Ten additional parking spaces are proposed, along with the relocation of six of the existing parking spaces that serve the residential properties. The relocated parking spaces make way for the access road and an area of landscaping to the south of the proposed building. The parking spaces would be arranged in a linear form to the east and south of the office building. Open space is proposed to the west and north of the building.
- 4.3 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.4 Evidence of the applicant's design approach is set out below:

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Assessment	The character of the site is assessed as being bounded by residential development on the southern and western boundaries – Willow Heights to the south, a two and three storey development of flats and houses, and Park View Road to the west, comprising two-storey flatted blocks located between 2 to 15 metres from the boundary. Along this boundary on the western side is a line of high conifers. To the north of the site lies Salfords Stream where there is a line of mature trees on the boundary with the site, and a pumping station is located near to the north eastern corner of the site by the A23.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from the available options were informed by the appeal decision and pre-application advice.

4.5 Further details of the development are as follows:

Site area	0.5 hectares
Proposed parking spaces	10
Parking standard	11 (maximum)

5.0 Policy Context

5.1 Designation

Urban area
Adjacent to Metropolitan Green Belt
Flood Zone 2
Flood Zone 3

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS2 (Valued Landscapes and Natural Environment)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development)
CS10 (Sustainable Development)
CS11 (Sustainable Construction)

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5.3 Development Management Plan 2019

EMP3 (Employment development outside employment areas)
DES1 (Design of new development)
TAP1 (Access, parking and servicing)
CCF2 (Flood risk)
NHE3 (Protecting trees, woodland areas and natural habitats)

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

A Parking Strategy for Surrey

Parking Standards for Development

Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms. During the course of the recent appeal of application the Inspector found the proposal acceptable in terms of design and character, impact upon neighbour amenity, highways matters. The Inspector concluded *'Whilst I have found that the development proposed would meet the requirement of the Sequential Assessment test, would have no harmful effect on flood risk and would be safe for its lifetime, it would represent development outside of the designated employment areas.'* The proposal was found to be contrary to policy EM10 of the Borough Local Plan 2005, criterion (iii) whereby the proposal was approximately 10% greater in floor area than the threshold of the policy allowed. Since this time the policy position has changed through the adoption of the Development Management Plan and policy EM10 is replaced by EMP3 . Policy EMP3 does not have the same maximum floor area criteria as Policy EM10 had

6.2 The main issues to consider are:

- Employment use
- Flood risk
- Design appraisal
- Neighbour amenity
- Highway matters
- Impact on trees

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- Other matters

Employment Use

- 6.3 In August 2019, an identical proposal (18/00751/F) was dismissed on appeal. At the time, the Council's development plan was comprised of the "saved" policies of the Borough Local Plan (BLP) (adopted 2005) and Core Strategy (adopted 2014 and reviewed 2019). The application was refused as it failed to comply with the limits of permitted gross floorspace outside of designated employment areas within criterion (iii) of BLP Policy Em10. Criterion (iii) of "saved" Borough Local Plan Policy Em10 stated that "no individual unit should exceed 300sqm of gross floorspace, unless it is for an existing firm wishing to extend or redevelop within its own curtilage or on land immediately adjacent for its own occupation".
- 6.4 The amplification text to the saved policy stated that the term individual unit means "a structurally separate building of not more than 300sqm". And the Inspector felt that "whilst the development proposed would make effective use of the land, it would be significantly bigger, being more than 10% of the threshold set out in criteria (iii)". (Paragraph 14 of the Decision Notice). In addition, the Inspector noted that "the appellant has provided no evidence which indicates that the appeal site would be occupied by an existing business or that it would meet the expansion needs of an existing firm and therefore it would not meet the requirement as defined by criteria (iii) of saved Policy Em10". (Paragraph 15 of the Decision Notice)
- 6.5 Since the determination of this appeal, the Council has adopted its Development Management Plan (DMP). The policies in the Council's DMP have superseded the "saved" policies of the BLP (2005) and therefore the Council's development plan is comprised of the Core Strategy (2012-2027) adopted in 2014 and reviewed in July 2019 and the Development Management Plan (DMP), adopted in September 2019.
- 6.6 The applicant has now resubmitted the proposal to be assessed against the Council's updated development plan. For proposals outside of designated employment areas, DMP Policy EMP3: 'Employment development outside employment areas' states that "outside of designated employment areas and town centres:
1. Planning permission will be granted for employment uses (excluding all Class A uses other than A2) provided:
 - a. The proposal would not harm the character of the building or surrounding area.
 - b. There would be no harm to the amenity of neighbouring properties/occupants through impacts such as noise, odour, fumes, litter, general disturbance and late night activity.
 - c. The type, scale and intensity of the proposed business activity is appropriate to the locality and the accessibility of the site.
 - d. Sufficient on-site, off-street parking is available to cater for both the business use and, where relevant, any remaining residential use.

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2. Through the use of conditions, the Council may limit the type and level of activity, including hours of work, of any such employment uses”.

These tests are similar to those contained previously within the Local Plan policy framework and against which the proposal was found acceptable. The fundamental change in policy has been the removal of the policy resistance to employment proposals over 300 sqm outside designated employment areas. This change reflects the NPPF’s requirement for a flexible, positive and proactive approach to plan making and development locations. There is therefore no longer any principle policy resistance to the office provision on the site.

Flood risk

- 6.7 The site is located within Flood Zones 2 and 3 and therefore in accordance with DMP Policy CCF2 ‘Flood risk’ a Sequential Test is required to ascertain whether the development is appropriate to the locality of the site. DMP Policy CCF2: ‘Flood risk’ states that “development proposals must avoid areas at risk of flooding where possible and prioritise development in areas with the lowest risk of flooding. The Sequential Test shall be undertaken for developments in Flood Zones 2 and 3 except where exempt in accordance with the requirements of the NPPF and Planning Practice Guidance. Development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. Where necessary the Exception Test must also be satisfied in line with national guidance”.
- 6.8 The Sequential Assessment from March 2018 submitted with the previous application (18/00751/F) concluded that even though there were alternative sites available, taking into consideration office floorspace losses due to permitted development rights, there wouldn’t be enough office space in the pipeline to satisfy the identified need over the plan period and therefore the Sequential Test for the application site should be passed. The appeal Inspector supported this conclusion, disregarding employment site allocations from the emerging DMP. The Appeal decision (para 3 & 23) states that the Inspector has attached little weight to the DMP as it had not at the time yet been adopted.
- 6.9 The applicant has submitted an updated Sequential Assessment in January 2020 in support of this latest application, which identified four potential sites for office development that are in sequentially preferable locations and are potentially available, suitable and achievable. However, as per the previous proposal, the applicant argues that the application site is essential to restore losses of office floorspace in order to meet the demand identified in the Core Strategy and should therefore pass the Sequential Test.
- 6.10 The Planning Policy Team considers that sufficient sites exist to fulfil the identified office needs. These are set out in the DMP and include a combination of the reuse and intensification of existing employment areas and town centres (through planning permissions such as 19/00062/F for

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4,850m² of B1(a) floorspace on the Horley Gasholder Site in the Balcombe Road employment area); small scale planning permissions within the urban area (such as 19/02164/CU for change of use of 340m² of A1 floorspace to B1(a) at 46 Church Street, Reigate); and through a number of specific site allocations in the DMP.

- 6.11 Whilst the Planning Policy Team have raised concerns relating to the flood risk as a result, this must be balanced against the support to the scheme given by the previous appeal decision which considered flood risk and is a significant material consideration. Furthermore, alongside the application proposes two smaller office spaces, providing opportunity for smaller businesses work space and is a different offering to the allocated sites. Balancing the policy advice against the previous findings of the appeal Inspector, significant weight is afforded to the appeal decision and on this basis, the proposal is considered acceptable on this basis and the requirements of the Sequential Test met.
- 6.12 A flood risk assessment was submitted with the application and no objection subject to conditions is raised by the Environment Agency. In view of this there is no objection to the proposed technical design and it is considered that the development could be made safe for its lifetime without increasing flood risk elsewhere. In this context, it is considered to satisfy this limb of the Exception Test as set out in National Policy.

Design appraisal

- 6.13 The site is made up of an open area of land that forms part of a wider development of 20 residential dwellings that has been recently built. The land under application reference 15/02755/F formed an area of shared outside amenity space for the residential development. At the time of the site visit the land remains delineated from the site by a 2m high close boarded fence.
- 6.14 The application proposes the erection of a two storey building to be used as offices. The proposed building would be sited towards the southern side of the site, and would share the existing access to the A23 with the neighbouring residential development. The building would be similar in design and appearance to the residential dwellings with a gable roof to the southern side of the building and a hipped roof design to the north. A matching pallet of materials is proposed that would assist in integrating the appearance of the building with the locality.
- 6.15 Ten additional parking spaces are proposed, along with the relocation of six of the existing parking spaces that serve the residential properties. The relocated parking spaces make way for the access road and an area of landscaping to the south of the proposed building. The parking spaces would be arranged in a linear form to the east and south of the office building. Open space is proposed to the west and north of the building.
- 6.16 The proposed building has been designed to match the style of the 20 dwelling scheme, with a similar design approach and palette of materials. The

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proposal would reduce in scale towards the northern side, reducing the bulk and massing in this transitional location adjacent to the green belt. Given the reduction in scale on the northern side and separation distance of between approximately 9.5m and 12.2m to the northern boundary of the site, the proposal is considered to provide an acceptable transition to the open green belt land beyond to the north.

- 6.17 In the course of the recent appeal, the Inspector found no harm in regard to the design of the proposal. The proposed development would be acceptable in terms of its design and impact upon the character of the wider area, and complies with policy DES1.

Neighbour amenity

- 6.18 The proposed building would be sited to the north of the recently built residential development with a separation distance of 7.5m to the nearest neighbouring dwelling. The office building would be set back from the neighbour to the south, creating a staggered relationship. Given the level of separation and juxtaposition, the proposal is not considered to result in to neighbour amenity. A first floor side facing window is proposed to face the neighbouring dwelling; were the application recommended for approval a condition could be attached to secure obscure glazing to avoid overlooking or loss of privacy.
- 6.19 The proposed building would be sited approximately 18m to the north east of the closest properties in Park View Road (7 - 14 Altdam Farm) and approximately 26m to the properties at 15 - 20 Altdam Farm, Park View Road. A mature boundary of trees is sited outside the application site which provides some screening between these two sites. Given this level of separation and screening the proposal is not considered to result in harm amenities of these properties
- 6.20 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement would be secured by planning condition.
- 6.21 Objection was raised on the grounds of noise and disturbance. The proposed building would be in office use and is not therefore considered to give rise to a significant degree of noise and disturbance.
- 6.22 The proposal would involve the loss of a portion of open space that originally was proposed to provide a communal area of outdoor space to be used in conjunction with the recently built residential properties. At the site visit it was observed that this are of land remains divided from the residential site by way of a close boarded fence. The presence of the office building is considered to result in the remaining outdoor space being less well used by residents however, the houses have private rear gardens and the flats are sited

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approximately 200m from the Mead Avenue Recreation Ground and 620m south of Petridgewood Common, providing outside space within reasonable distance.

- 6.23 Overall, the proposal is not considered to result in harm to neighbour amenity and would comply with policy DES1 and EMP3 in this regard.

Highway matters

- 6.24 The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions.

- 6.25 The County Highways Authority notes ‘the developer is proposing an adequate number of car parking spaces for the proposed development. The sites selected to forecast traffic generation are not representative of the location of the site. However the access has adequate geometry and sight lines to accommodate a higher level of traffic generation that would be more akin to the location of the site.’ The scheme provides 10 parking spaces with the DMP operating a maximum standard for destination uses such as offices, with the maximum in this case being 11. The scheme could not therefore be resisted on this ground.

- 6.26 The CHA have recommended a condition for the developer to submit a travel statement in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council’s “Travel Plans Good Practice Guide”, with information to be distributed to staff on the sustainable travel options next to the site and a condition for an electric vehicle charging point. Both these recommended conditions would be attached to a grant of planning permission along with the recommended conditions in relation to parking for vehicles, bicycles and the requirement for a construction transport management plan.

Impact on trees

- 6.27 A report has been submitted in support of the application that is the same as that submitted during the course of the previous application. In assessing the previous application, the Tree Officer undertook a desk top assessment of the arboricultural report by PJC Consultancy, reference PJC 4617/1701 and the information provided demonstrated this scheme can be implemented without having an impact on the existing tree stock. Whilst none of the trees surveyed are significant specimens in terms of quality and value they provide screening for the neighbouring properties. Therefore the Tree Officer did not object to the application subject to the conditions regarding tree protection and landscaping details being attached to the decision notice were the application to be approved.

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- 6.28 The trees and landscaping around the site remain similar to that of the previous assessment, and therefore submit the recommended conditions, the proposal is considered acceptable in terms of impact upon trees.

Other matters

- 6.29 Objection was raised on the grounds of conflicting with a covenant, loss of a private view and property devaluation; these are not material planning considerations.
- 6.30 Objection was raised on the grounds of harm to wildlife habitat. The site is not within nor adjacent to Site of Nature Conservation Importance and its previous use was one of a commercial site for the sale of caravans. It is not therefore considered the proposal is likely to result in significant impact on existing wildlife habitats. Furthermore, protected species legislation applies independently of planning permission.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:

To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Date Received
Other Plan	J4354 HW04 2		7.01.2020
Location Plan	2017-111-01		27.01.2020
Landscaping Plan	2017-111-09	01	27.01.2020
Site Layout Plan	2017-111-08		27.01.2020
Landscaping Plan	2017-111-06		27.01.2020
Proposed Plans	2017-111-03		27.01.2020
Elevation Plan	2014-111-04		27.01.2020
Floor Plan	2017-111-05		27.01.2020
Proposed Plans	2017-111-02		27.01.2020

Reason:

To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. The development shall be constructed in accordance with the proposed ground levels and the proposed finished ground floor levels of the buildings submitted and approved as per plan ref: 017-111-08 External Levels Plan.

Reason:

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To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Development Management Plan 2019 policies DES1 and CCF2.

4. The development shall be constructed in accordance with the materials specified in this application and there shall be no variation unless agreed in writing by the Local Planning Authority.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Development Management Plan policy DES1.

5. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated January 2018, Project Code A/GPDSALFORDS.10 Issue 1 by Mayer Brown Limited and the following mitigation measures detailed within the FRA:

- Provision of compensatory flood storage as shown in appendix F.
- Finished floor levels are set no lower than 55.44 m above Ordnance Datum (AOD)

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing and phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.

Reason:

To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and reduce the risk of flooding to the proposed development and future occupants.

6. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 of the Development Management Plan 2019

7. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for a minimum of three bicycles to be stored in an accessible and sheltered location. Thereafter the bike storage area shall be retained and maintained for its designated purpose.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

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8. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) measures to prevent the deposit of materials on the highway
 - (g) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users and to accord with the National Planning Policy Framework 2019 and Policy DES8 of the Reigate and Banstead Local Plan Development Management Plan 2019.

9. The development hereby approved shall not be occupied unless and until one parking space is provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and an additional one parking space has been provided with an electric supply to retrospectively fit a fast charge socket if demand dictates this in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

10. Prior to the occupation of the development a Travel Statement shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide" to include information on the sustainable transport mode options adjacent to and within 600 metres of the site including details of how such information is to be distributed to staff. The approved Travel Statement shall be implemented upon first occupation and the associated information shall be distributed to staff for each and every subsequent occupation of the development, and thereafter maintain and develop the Travel Statement to the satisfaction of the Local Planning Authority.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17

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11. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan and Arboricultural Method Statement compiled by PJC Consultancy 29th September 2017, reference PJC4617/17-01

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with policy NHE3 of the Development Management Plan 2019 and the recommendations within British Standard 5837.

12. No development shall commence until details of hard and soft landscaping is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include frontage tree and hedge planting and any other existing or proposed, soft or hard, landscaping in the front garden area, or adjacent to boundaries where appropriate. The soft landscape details shall include an establishment maintenance schedule for a minimum of 2 years, full planting specifications, planting sizes & densities. Upon implementation of the approved development all the landscaping works shall be carried out in strict accordance with the landscape details as approved, and these shall be completed, before building completion, occupation or use of the approved development whichever is the earliest.

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1 metre, or if new, once grown to this height thereafter.

Reason:

To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies DES1 and NHE3 of the Development Management Plan 2019.

13. The first floor windows in the south side elevations of the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason:

To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Development Management Plan 2019 policy DES1.

14. The development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:

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- a) A broadband connection accessed directly from the nearest exchange or cabinet
- b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

4. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are

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identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements

5. Please be advised that given the proximity to Salford Stream, this project may require a Flood Risk Activity Permit (FRAP). Guidance on how to check if you need a permit can be found at:

www.gov.uk/guidance/flood-risk-activities-environmental-permits

Measures will also need to be taken to ensure protection of both ground and surface waters – for example, should oil storage/refuelling be placed here, drainage infrastructure and oil storage must be designed with environmental protection as a priority. Likewise, operators should take appropriate measures to manage their construction site to avoid pollution entering the watercourse. This might include;

- Placing spoil piles where they pose the least risk of runoff;
- Constructing internal drainage in the spoil piles;
- Keeping spoil piles covered;
- Constructing a small trench along the riverside boundary to redirect silty water away from the river into a silt-buster/sediment trap;
- Undertaking regular inspections of the water course

6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

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8. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
9. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.

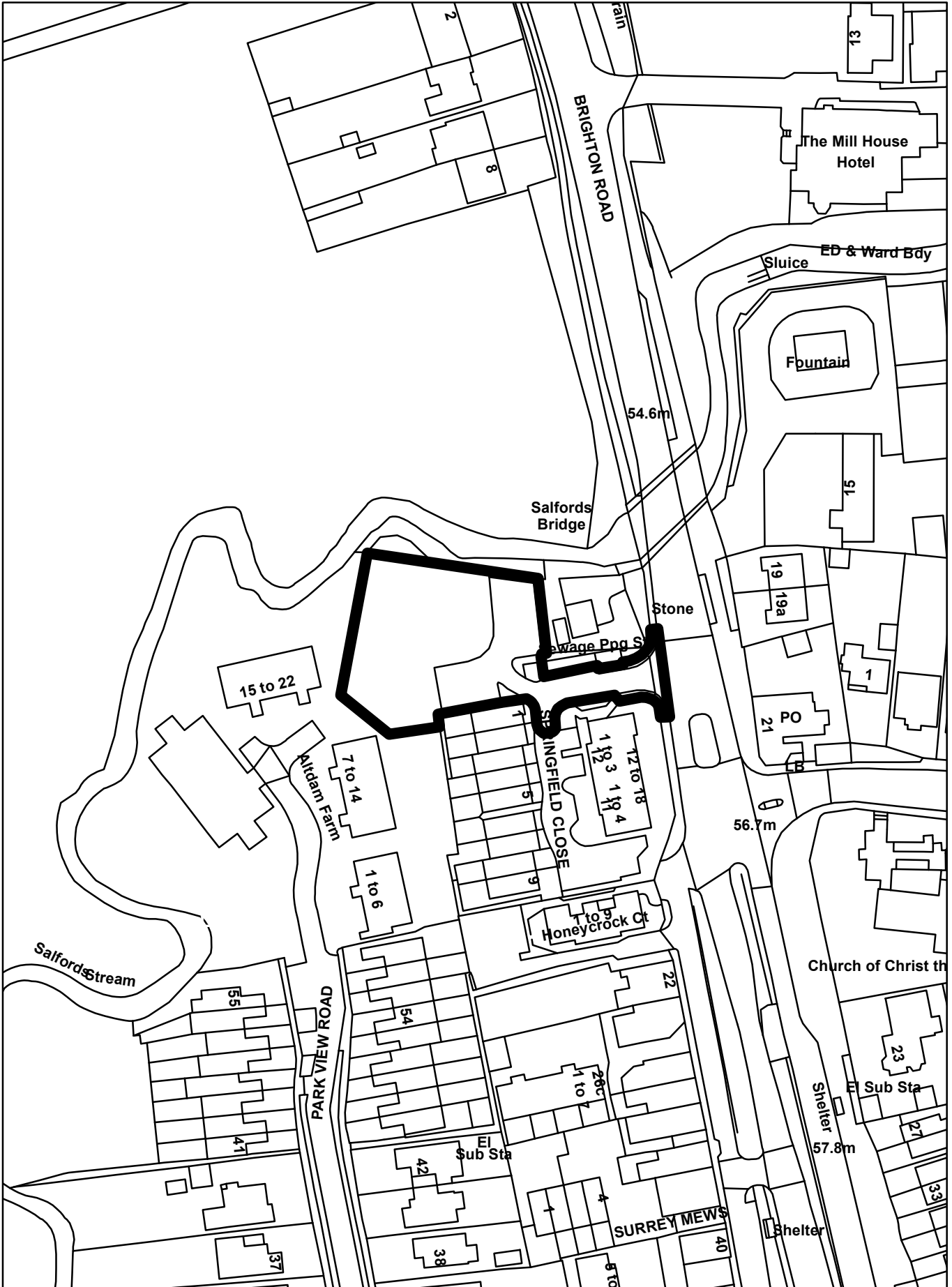
REASON FOR PERMISSION

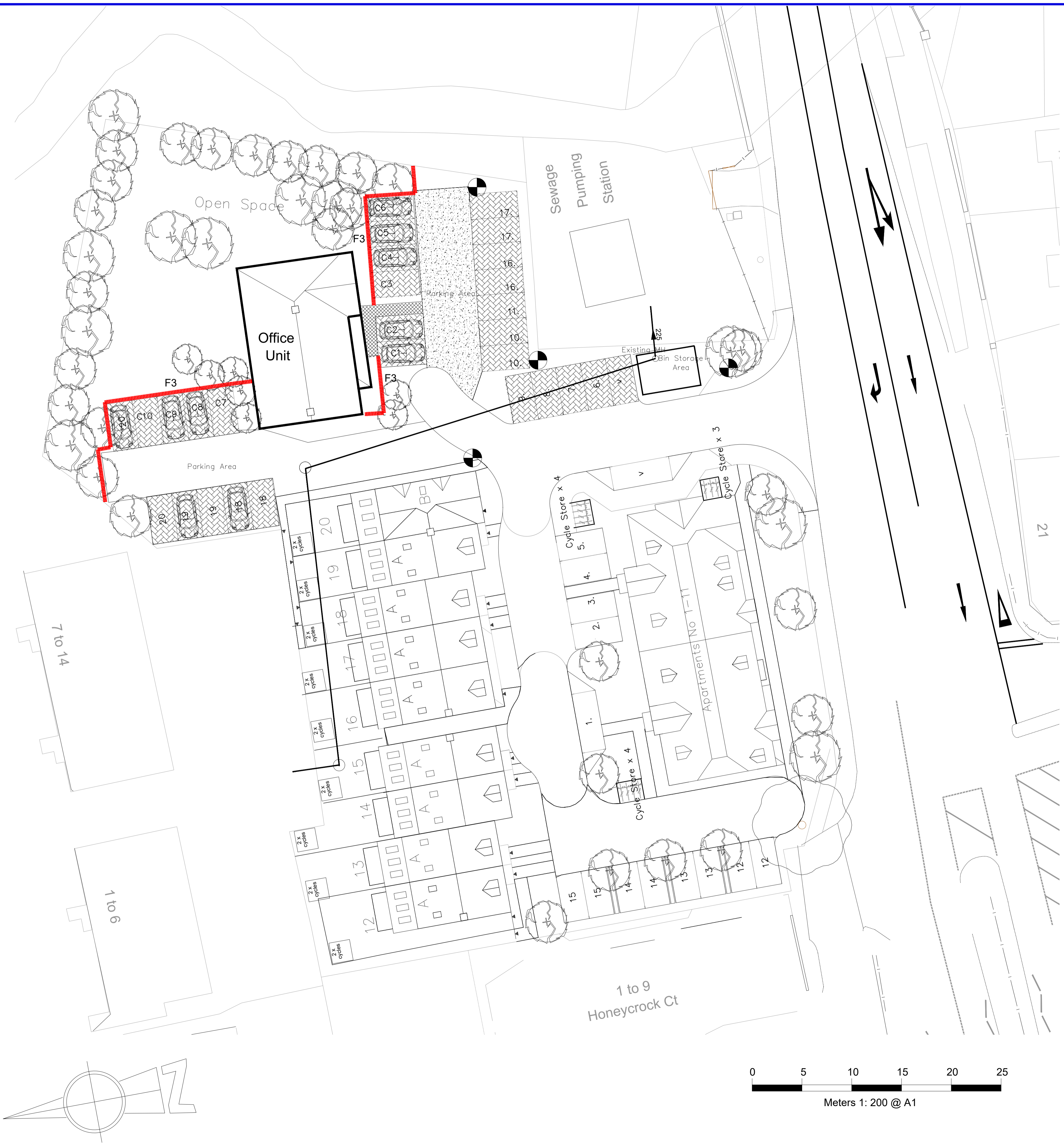
The development hereby permitted has been assessed against development plan policies EMP3, DES1, NHE3, TAP1, CCF2 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

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20/00162/F - Development Site At Former 18 Brighton Road
Salfords





Schedule of Materials

	Bituminous Tarmac
	Brindle Block Paving
	Paving Slabs
	1.5M Close Bordered Fence
	1.8M Close Boarded Fence
	900mm Picket Fence (White)



Street Lamp – Coach lamp to Clients Approval
See details

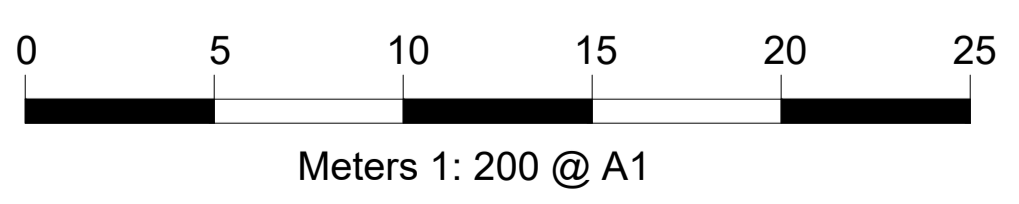
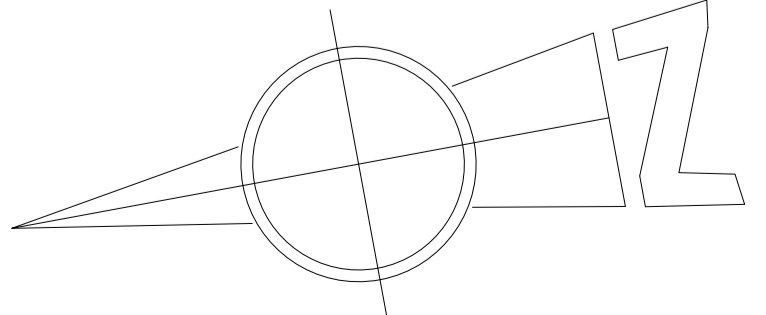
BRIGHTON ROAD - SALFORDS

SUBJECT TO PLANNING APPROVAL

SUBJECT TO BUILDING REGS APPROVAL

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Rev.	Date	Remarks
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Client:	Gold Property Developments		
Project/Title:	Brighton Road - Salfords - Surrey Phase 2 - Hardlandscaping Plan		
Scales:	1:200 @ A1	Date:	Aug 17
Drawing Number:	2017-111-06	Revision:	Drawn by:



BRIGHTON ROAD - SALFORDS

SUBJECT TO PLANNING APPROVAL

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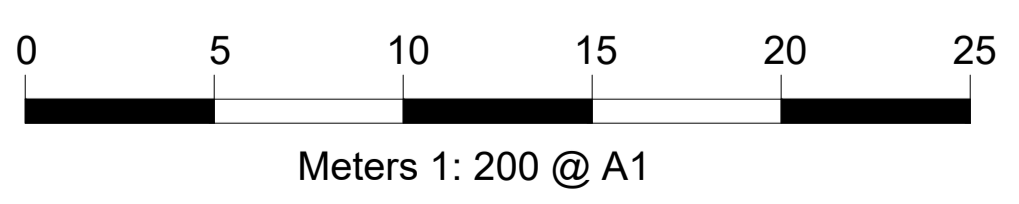
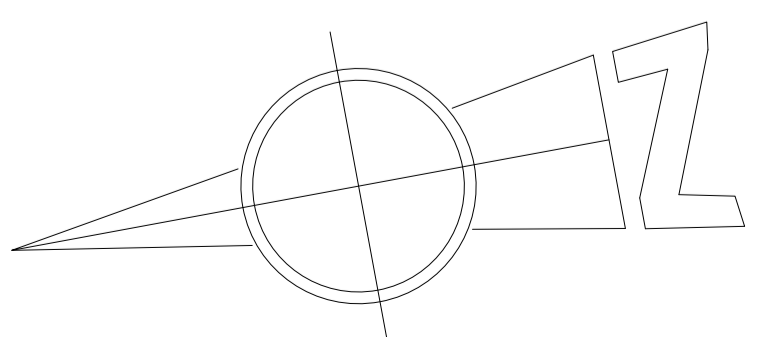
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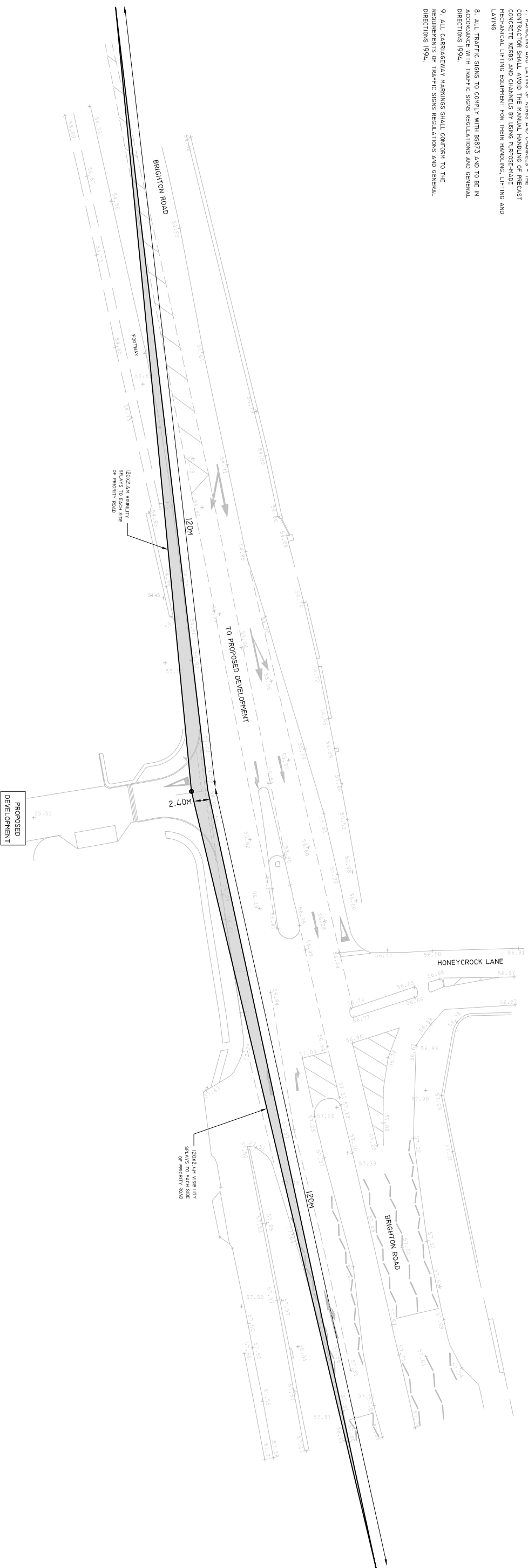


Rev.	Date	Remarks	Client	Gold Property Developments
<p>7A HEYWOOD HOUSE, HYDRA BUSINESS PARK, NETHER LANE SHEFFIELD S35 9ZX TEL:- 07591 206 852 EMAIL :- DESIGNS@DK-DESIGNS.CO.UK WEB:- WWW.DK-DESIGNS.CO.UK</p>			Project/Title	Brighton Road - Salfords - Surrey Phase 2 - External Levels Plan
Scales		1:200 @ A1	Date	Aug 17
Drawing Number		2017-111-08	Revision	Drawn by.

Agenda Item 8


NOTES:

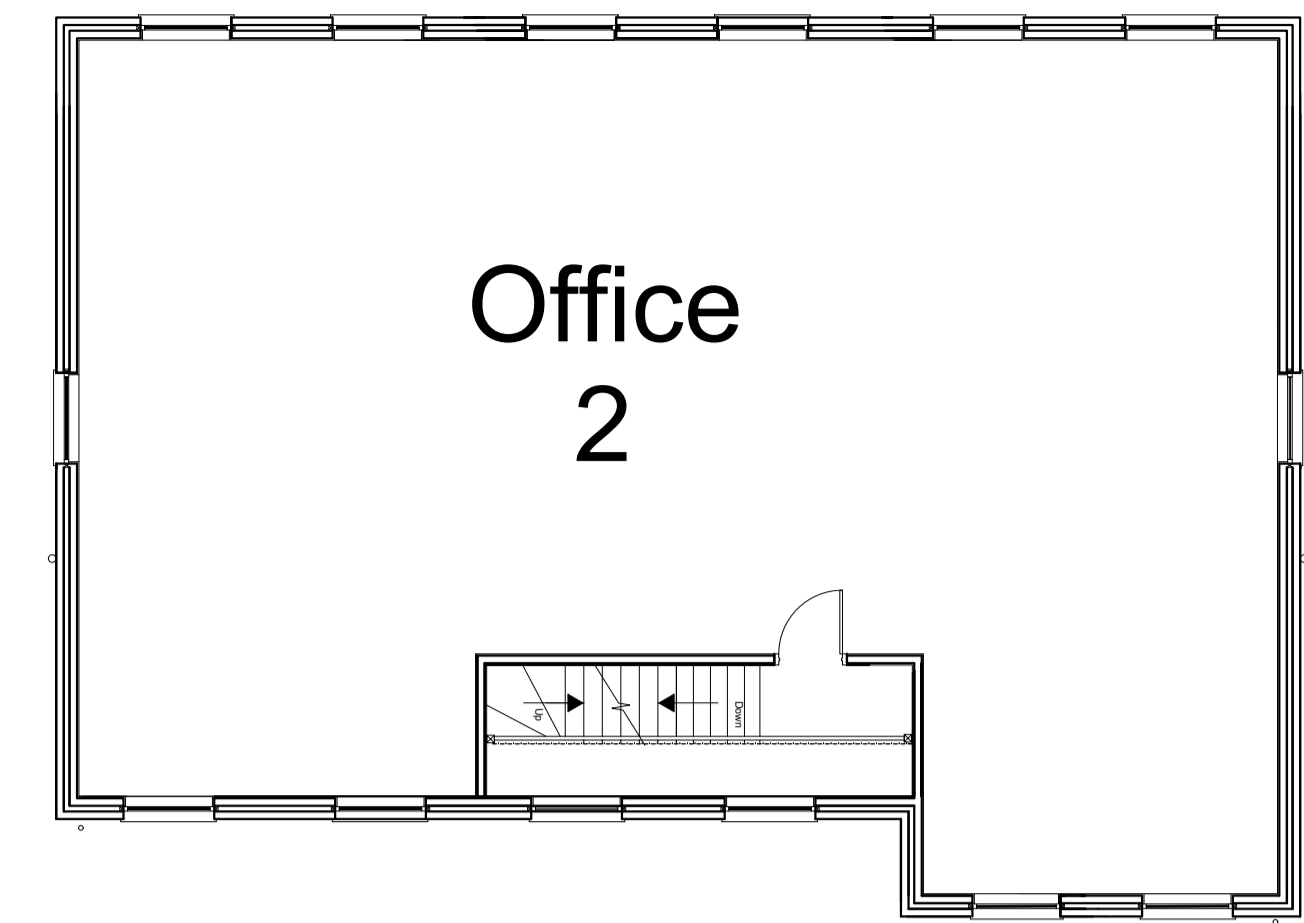
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3. THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE RELEVANT BPC SPECIFICATIONS TOGETHER WITH THE APPROPRIATE ARCHITECTS AND SERVICES CONSULTANTS DRAWINGS AND SPECIFICATIONS.
4. ALL PRECAST CONCRETE KERBS AND QUADRANTS SHALL BE TO DOT SPEC. CLAUSE 101 & BS7263, IN PRESSED CONCRETE WITH HARDBONE AGGREGATE.
5. TYPE A DROPPED KERBS ON RADII OF LESS THAN 12000 SHALL BE 123 X 150 BULLDOGE OR THE APPROPRIATE RADII LAID TO 23 OR 6 FACES AND TRANSITIONS 123 X 123 X 12.5 OR 6 FACES OF THE APPROPRIATE RADII. TRANSITION KERBS TO BE PROVIDED EITHER SIDE OF DROPPED KERBS.
6. MINIMUM LENGTH OF KERB TO BE 450MM.
7. HANDLING AND LAYING OF KERBS AND CHANNELS - THE CONTRACTOR SHALL AVOID THE MANUAL HANDLING OF PRECAST CONCRETE KERBS AND CHANNELS BY USING PURPOSE-MADE MECHANICAL LIFTING EQUIPMENT FOR THEIR HANDLING, LIFTING AND LAYING.
8. ALL TRAFFIC SIGNS TO COMPLY WITH BS873 AND TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 1994.
9. ALL CARRIAGEWAY MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 1994.



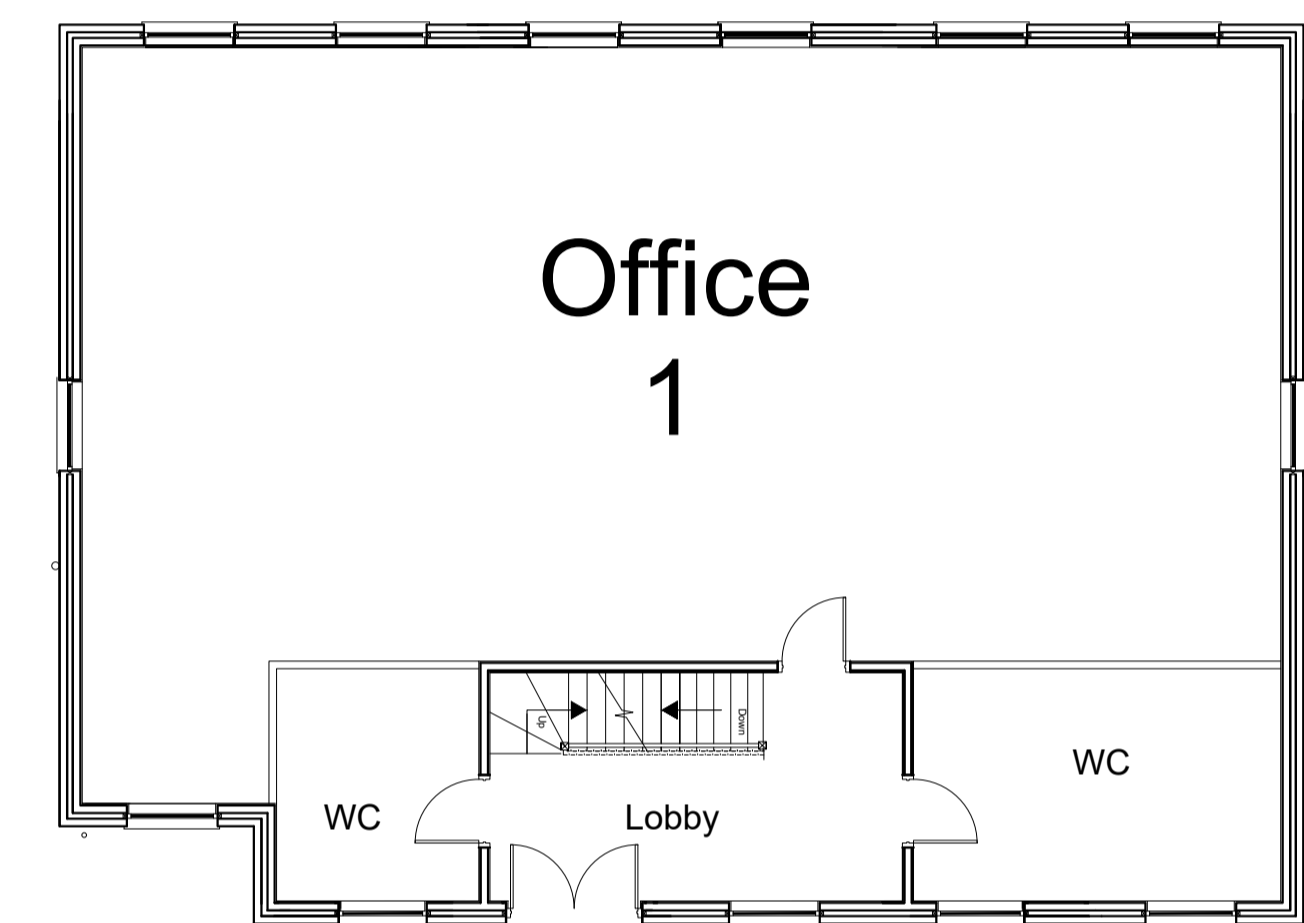
LAYOUT SHOWN & EXACT LOCATION OF NEW GHOST ISLAND AND RIGHT TURNING LANE WIDTHS TO BE CONFIRMED BY SURREY COUNTY COUNCIL HIGHWAYS

PLAN SHOWING PROPOSED HIGHWAYS SCHEME LAYOUT WITH VISIBILITY SPLAYS
1:300 @ A1, 1:600 @ A3

	
BELL MUNRO CONSULTING LTD	
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CLIENT: GOLD PROPERTY DEVELOPMENTS	
PROJECT: BRIGHTON ROAD, REDHILL	
TITLE: HIGHWAY SCHEME SHOWING VISIBILITY SPLAYS	
DATE: 02/16	SCALE: ASS SHOWN
DESIGNER: JH	CHECKER: SJB
PROJECT NUMBER: J4354, HW04	VERSION:



Office 2
First Floor Plan 161mq



Office 1
Ground Floor Plan 175msq

BRIGHTON ROAD - SALFORDS

SUBJECT TO PLANNING APPROVAL

SUBJECT TO BUILDING REGS APPROVAL

NOTES

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		Client: Gold Property Developments	
7A HEYWOOD HOUSE, HYDRA BUSINESS PARK, NETHER LANE SHEFFIELD S35 9ZX TEL:- 07591 206 852 EMAIL :- DESIGNS@DK-DESIGNS.CO.UK WEB:- WWW.DK-DESIGNS.CO.UK		Project/Title: Brighton Road - Salfords - Surrey Phase 2 - Site Plan	
Scales: 1:200 @ A1	Date: Aug 17	Drawing Number: 2017-111-02	Revision: Drawn by:



Front Elevation



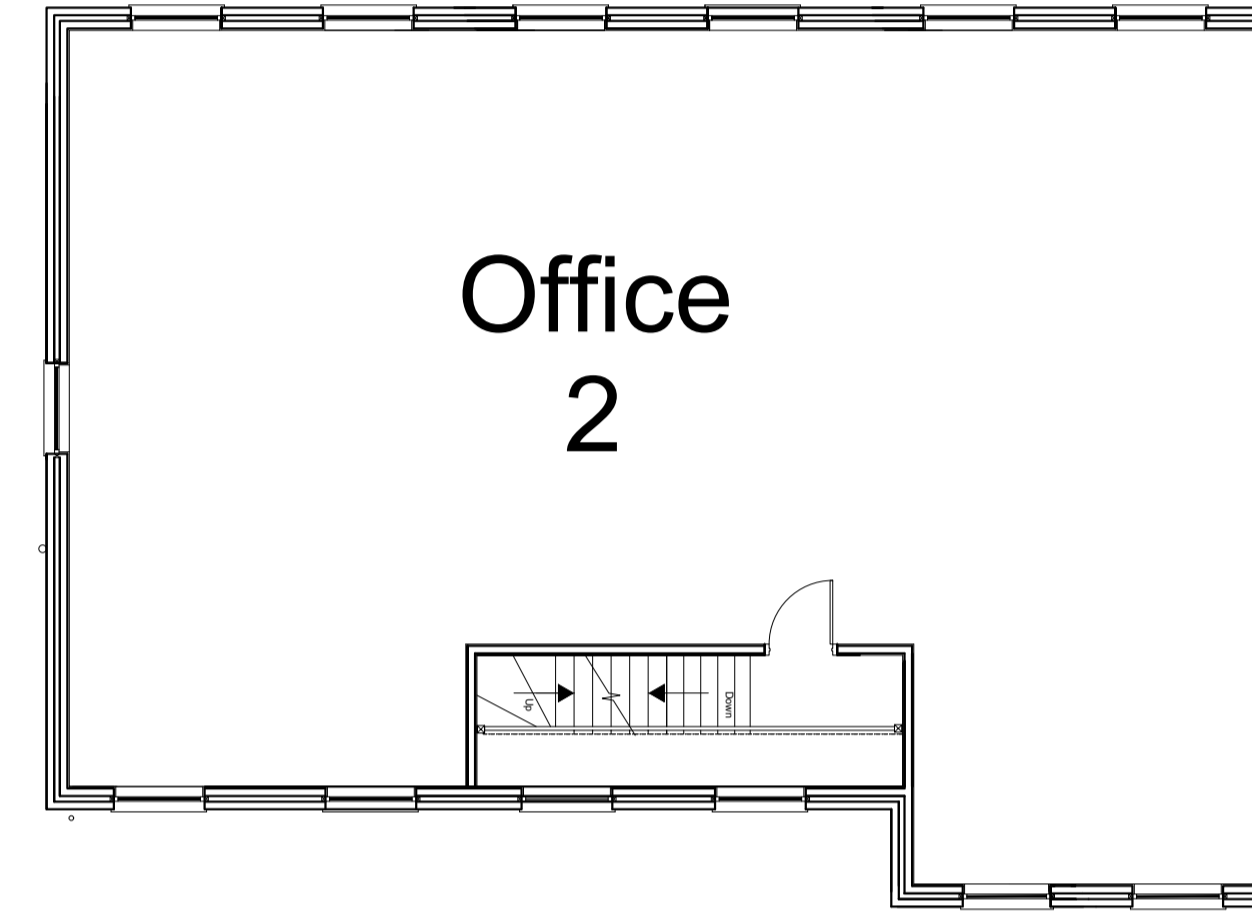
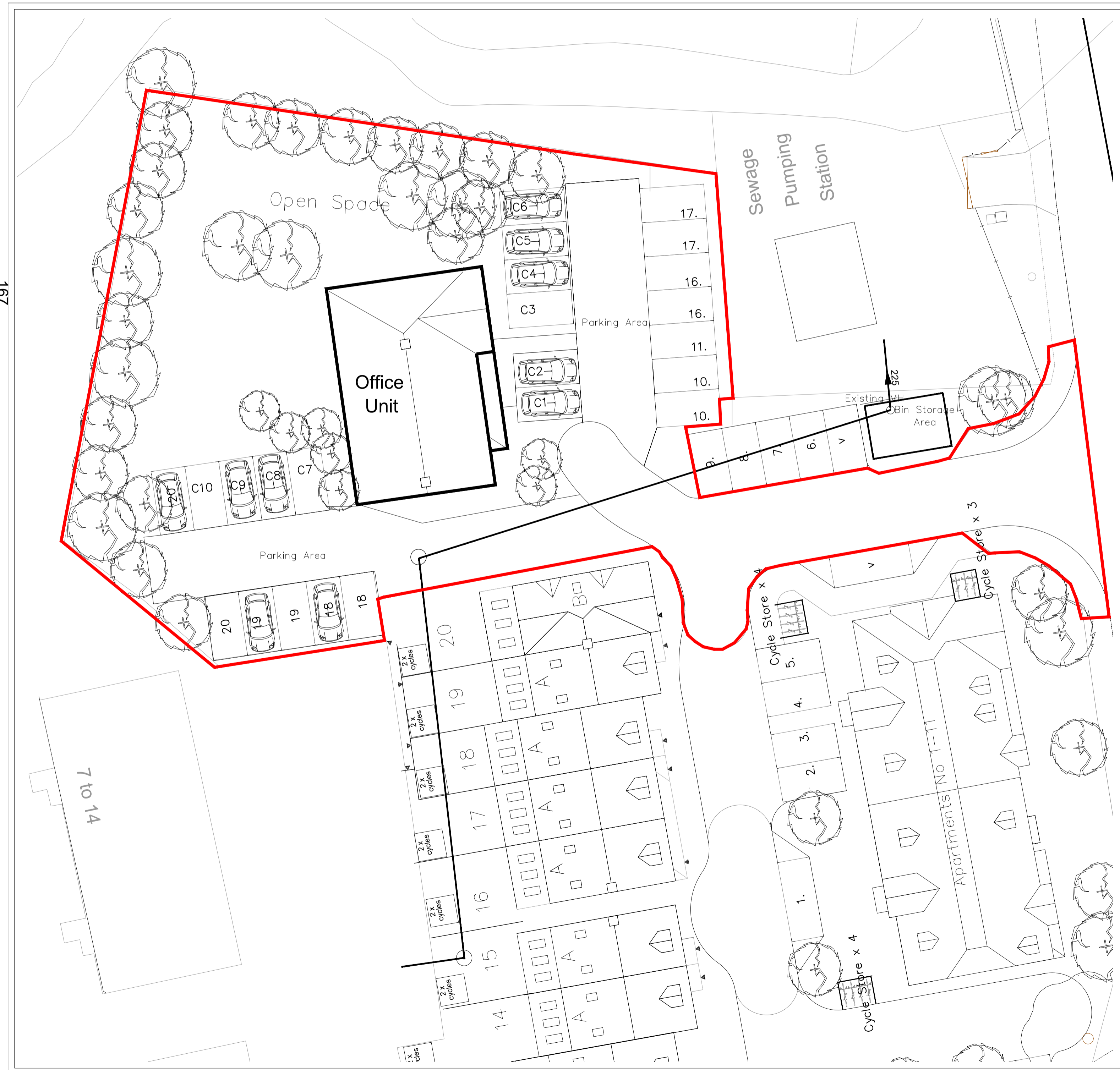
Side Elevation



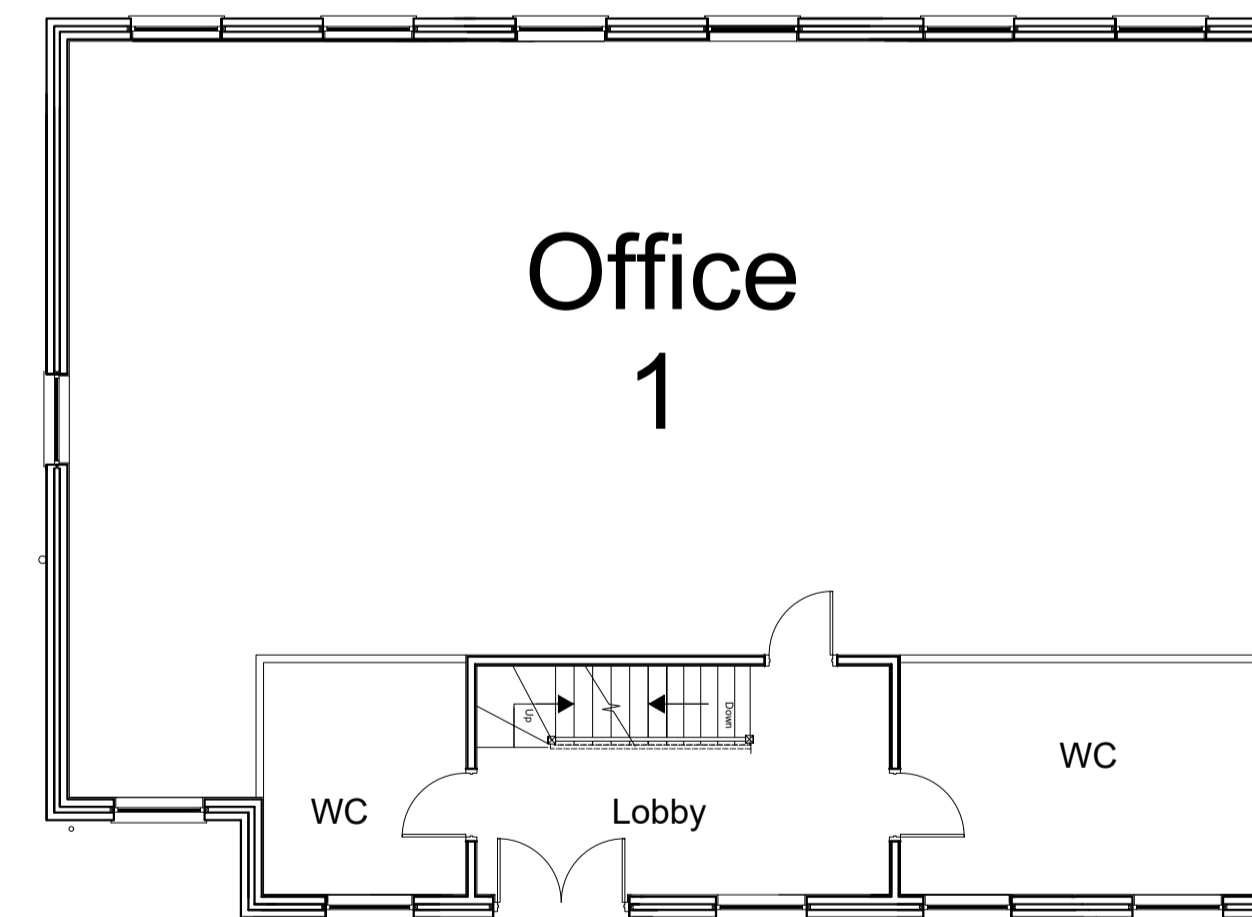
Rear Elevation



Side Elevation



First Floor Plan 161msq



Ground Floor Plan 175msq

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7A HEYWOOD HOUSE,
 HYDRA BUSINESS PARK, NETHER LANE
 SHEFFIELD
 S35 9ZX
 TEL:- 07591 206 852
 EMAIL :- DESIGNS@DK-DESIGNS.CO.UK
 WEB:- WWW.DK-DESIGNS.CO.UK

Client: Gold Property Developments
 Project/Title: Brighton Road - Salfords - Surrey
 Phase 2 Scheme

Scales: 1:200 1:100 @ A1
 Date: Oct 16
 Drawing Number: 2017-111-03
 Revision:
 Drawn by:



Front Elevation



Rear Elevation

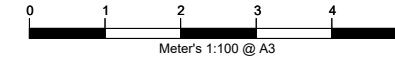
168



Side Elevation



Side Elevation



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Rev.	Date	Remarks
7A HEYWOOD HOUSE, HYDRA BUSINESS PARK, NETHER LANE SHEFFIELD S35 9ZX TEL:- 07591 206 852 EMAIL :- DESIGNS@DK-DESIGNS.CO.UK WEB:- WWW.DK-DESIGNS.CO.UK		
Client: Gold Property Developments		Date: Aug 17
Project/Title: Brighton Road - Salfords - Surrey Phase 2 Elevations		Scale: 1:100 @ A3
Drawing Number: 2014-111-04	Revision:	Drawn by:

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	29 April 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	9	WARD: <i>Lower Kingswood Tadworth And Walton</i>

APPLICATION NUMBER:	19/02598/OUT	VALID:	15/01/2020
APPLICANT:	Mr Mattocks	AGENT:	WS Planning Ltd
LOCATION:	76, SHELVERS WAY, TADWORTH, KT20 5QF		
DESCRIPTION:	Outline planning application (means of access and layout to be determined at this stage with indicative scale, appearance and landscaping) for residential development of 4 no. 4 bed detached houses. As amended on 17/03/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is an outline planning application for the erection of 4 detached two storey dwellings with associated access, parking following the demolition of the existing bungalow on the site. At this stage, means of access and layout are to be determined. Illustrative plans have been submitted for the external appearance and scale of the proposed development. Landscaping is also a reserved matter

The site is located on the northern side of Shelveys Way, at its junction with Fairacres. The site is one of the largest in the area and is characterised by a mature garden with large protected trees to the rear and side boundary. The eastern flank is marked by public footpath.

The existing access to the site would be reused and a new access road would be constructed leading northwards into the site. One of the proposed dwellings would be sited broadly on the footprint of the existing bungalow, albeit further forward, whilst three others would be situated in the rear garden. Each property would be of two storeys in height, would contain 4 bedrooms and would be provided with an integral garage and parking, together with private amenity space. A further two unallocated parking spaces are proposed.

The site falls in level from the highway and then is generally flat before rising to the rear boundary.

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Each of the proposed dwellings would have a plot size that would fall within the range of sizes in the area. The proposed dwellings would be of a traditional design which would complement neighbouring properties in the area. Each dwelling would be provided with a garage and parking spaces and with good levels of private amenity space. Existing planting and protected trees on the property boundary would also be retained and protected.

The proposals would make efficient use of this site for new housing without harming the amenities of neighbouring properties and are considered acceptable.

The applicants have also offered to re-surface the public footpath which adjoins the application site as a public benefit.

RECOMMENDATION

Subject to the completion of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended to secure:

- (i) The re-surfacing of the footpath adjacent to the site;
- (ii) The Council's legal costs in preparing the agreement;

Planning permission is **GRANTED** subject to conditions.

In the event that a satisfactorily completed obligation is not received by 29th July 2020 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

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Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements subject to conditions.

Surrey CC Rights of Way officer – We welcome the removal of the hedge which will improve visibility and reduce the need for maintenance to ensure the required width of the path is available. It will also enable easier access to the right of way by residents. The recorded width of the footpath is 8' and this must remain available at all times. The applicant has offered to improve the surface of the public footpath for 30m from Shelveys Way to benefit residents of the development, but as they are not the landowner, this would need to be secured by section 106 agreement or similar. They state that they are always keen to work with developers to improve local facilities for the community and would therefore invite the applicants to undertake to improve the entire path between Shelveys Way and The Rise. The applicant should contact the Countryside Access officer to discuss this further if they are willing to proceed.

In addition, further comments are made as follows:

- While development is underway, safe public access must be maintained along the public footpath as all times;
- There are to be no obstructions on the public right of way at any time, this is to include vehicles, plant, scaffolding or the temporary storage of materials and/or chemicals;
- Should the applicants feel they are unable to ensure public safety while work is underway, a temporary closure may be necessary. A minimum of 3 weeks' notice must be given and there is a charge.
- Any alteration to, or replacement of, the existing boundary with the public right of way, or erection of new fence lines, must be done in consultation with the rights of way group.

Tadworth and Walton Residents Association – Accept that there is development potential on this large site but consider that as originally proposed, the site is overdeveloped with a cramped form of development because of the constraints on the site. In particular:

- Proposed dwellings are too close to peripheral trees. In the case of plots 4 and 5, the trees are high with a canopy and root spread which covers most of the gardens. The dwellings should be removed further from the northern boundary. The same applies to plots 2, 3 and 4 which will suffer from a loss of light and afternoon sunshine. Likely to be pressure to heavily prune or remove these trees in the future. Removal of one of the dwellings on plots 2 or 3 would give less cramped layout with more open amenity space.
- The parking is inadequate for 4 bedroom houses. Adopted parking standards require 2.5 spaces per unit, and 3 of the units only have 2 spaces which are

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unsatisfactory as they would require the car on the drive to be moved to enable a car in the garage to be moved. This area has low accessibility , and there are few unallocated spaces which will be needed for visitors and servicing.

- The plans show a public footpath within the layout, an indication of overdevelopment of the site. Unclear who would maintain this and also the visual impact.
- Narrow access not wide enough for two cars, and turning head appears to be of inadequate size;
- Cumulative impact of a number of developments in the area needs to be assessed.
- The site has already suffered a loss of tree cover, particularly from the middle of the site, which it was preferred should have been retained;
- Although indicative, the houses appear to have been designed with roof space accommodation in mind. This should be avoided as the parking requirements of large dwellings could not be met;
- Would prefer to see a better mix of dwelling sizes;
- Potential of overlooking from plot 5 to the garden of 74A, Shelveys Way.

Representations:

Letters were sent to neighbouring properties on 16th January 2020 and a site notice was posted 12th February 2020. Neighbours were re-notified on the revised plans for a 14 day period commencing 18th March 2020.

39 responses have been received raising the following issues on the originally submitted plans:

Issue	Response
Inadequate parking	See paragraph 6.19
No need for the development	See paragraph 6.1
Noise & disturbance	See paragraph 6.15
Inconvenience during construction	See paragraph 6.18
Out of character with surrounding area	See paragraph 6.3 – 6.11
Increase in traffic and congestion	See paragraph 6.20
Overdevelopment	See paragraph 6.3 – 6.11
Hazard to highway safety	See paragraph 6.20
Harm to Conservation Area (the site is not located in a conservation area)	See paragraph 6.3 - 6.11
Overlooking and loss of privacy	See paragraph 6.12 – 6.18
Health fears	See paragraph 6.12 – 6.18

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Poor design	See paragraph 6.3 – 6.11
Loss of/harm to trees	See paragraph 6.9 – 6.10
Harm to wildlife habitat	See paragraph 6.22
Drainage/sewage capacity	See paragraph 6.17
Flooding	See paragraph 6.17
Adverse impact on services for residents	See paragraph 6.24
Harm to Green Belt/countryside	The site is not located within the green belt / countryside
Property devaluation	This is not a material planning consideration
No need for development / alternative location or proposal preferred	Each application must be assessed on its own merits
Covenant conflict	This is not a material planning consideration
Loss of private view	This is not a material planning consideration

1 email was received expressing support for the proposals.

With regards to the revised plans which reduced the number of units proposed to 4 detached dwellings, a further 20 responses were received. The comments generally reiterate the previous objections made and state that the reduction of 1 units from the original submission does not address the concerns raised.

1.0 Site and Character Appraisal

- 1.1 The application site comprises a detached bungalow within a spacious plot located at the corner of Shelveys Way and Fairacres. The dwelling on the site is set back from the frontage with a vehicular access point close to the eastern boundary. The rear garden is extensive and contains a large amount of mature planting, including a number of protected trees, most of which are located close to the site boundaries.
- 1.2 The site is located in a residential area which is characterised by two storey detached houses. Fairacres is a newer development located to the west and north of the site. The eastern boundary adjoins public footpath which runs between Fairacres and Tadorne Road.

2.0 Added Value

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- 2.1 Improvements secured at the pre-application stage: the applicant entered into pre-application discussions with the Council (PAM/19/00424). Advice was provided regarding the quantum of development and the proposed layout. The applicants were advised to reduce the number of units on the site from 7 to a more acceptable number, and on the layout of development to provide a street frontage to Shelveys Way, on the impact of the proposals on trees on the site and on the impact on the amenities of neighbouring properties..
- 2.2 Improvements secured during the course of the application: During the course of the application, the number of units on the site has been further reduced from 5 to 4 and the relationship with trees on the site has been improved.
- 2.3 Further improvements could be secured through the use of conditions and a legal agreement to secure improvements to the surface of the public footpath adjoining the site.

3.0 Relevant Planning and Enforcement History

- 3.1 There is no planning history of relevance.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of the existing property on the site and the erection of 4 two storey detached houses, each with a garage and parking, a new access road, landscaping and amenity areas.
- 4.2 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.3 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as
	Site features meriting retention are listed as protected trees.
Involvement	No community consultation took place.
Evaluation	The other development options considered were a greater number of units on the site, including smaller dwellings.
Design	The applicant's reasons for choosing the proposal from

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	the available options were informed by pre-application consultation with the Council which advised smaller number of units in a more spacious layout, which protected existing trees on the site.
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4.4 Further details of the development are as follows:

Site area	0.35ha
Existing parking spaces	2
Proposed parking spaces	12
Parking standard	10
Number of affordable units	0
Net increase in dwellings	3
Existing site density	3 /ha
Proposed site density	11.4/ha
Density of the surrounding area	9.5/ha

5.0 Policy Context

5.1 Designation

Urban area
Tree Preservation Officer RE538
Footpath 31

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS13 (Housing Delivery)
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES2 (Residential garden land development)
DES5 (Delivering high quality homes)
DES8 (Construction Management)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF3 (Electronic communication networks)

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5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

Vehicle and Cycle Parking

Guidance 2018

Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Sustainable Construction
- Impact on Bio-diversity
- Affordable housing
- Community Infrastructure Levy

Design appraisal

6.3 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.

6.4 Policy DES2 relates to Residential Garden Land development. It states that development of residential garden land, including infilling schemes and development on back garden land, will be required to comply with the following criteria: Proposals must:

- a. be designed to respect the scale, form and external materials of existing buildings in the locality to reinforce local distinctiveness

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- b. be of a height, bulk, mass, and siting to ensure the development is in keeping with the existing street scene
- c. for infilling, incorporate plot widths, front garden depths, building orientation and spacing between buildings in keeping with the prevailing layout in the locality
- d. provide well-designed access roads, with space for suitable landscaping and maintain separation to neighbouring properties
- e. retain mature trees and hedges, and other significant existing landscape features, and include grass verges and street planting that supports wildlife and maintains green corridors
- f. demonstrate they have been carefully designed to ensure a good standard of amenity for all existing and future occupants; and
- g. not create an undue disruption to the character and appearance of an existing street frontage, particularly where the form and rhythm of development within the existing street frontage is uniform.

- 6.5 The site comprises a large plot located on the northern side of Shelveys Way. There is a variety of dwelling types and styles in the area, with older development fronting onto Shelveys Way and more recent infill development located to the north of the site. As a result, plot sizes vary with longer plots retained for those original properties on Shelveys Way and shorter plots for infill development. The proposals in this seek permission to sub-divide the existing plot into 4 smaller plots, each of which would be similar or larger than neighbouring properties in Fairacres and The Rise to the north and east. In this regard there would be no conflict with adopted Policy DES2.
- 6.6 The proposed layout includes a new dwelling broadly on the footprint of the existing property on the site, with the front elevation orientated south. The proposed access road into the site utilises the existing access point to the property. The dwellings at the rear of the site would be generally screened from view from the highway by frontage properties and as a result, it is considered that the development would be in keeping with the existing street scene.
- 6.7 The design of the dwellings would be a traditional two storey, similar to others in the area. The illustrative plans submitted with the outline application show dwellings with pitched roofs with a ridge height ranging from 9.6m to 10.2m. Two types of house types are shown, one of which has half hipped roofs with the second type incorporating fully hipped roofs. Given the mixed variety of building forms and styles in the area, it is considered that the illustrative proposals in this case would be in keeping with the visual appearance of the area.
- 6.8 An indication of the materials to be used has been provided including red bricks and tile hanging to the main elevations and clay roof tiles. These materials would be reflective of those in the area and would provide an appropriate finish to the proposed development.
- 6.9 The Council's tree officer reviewed the plans as originally submitted and noted that, whilst the location of each dwelling is located outside the RPA of

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the nearby trees, the number of houses would have an impact on the long term retention of the existing tree stock and prevent a meaningful landscape being implemented. He also noted that permission has been granted to remove T19 and a replacement tree is to be planted in the same position, however the location of plots 4 and 5 were likely to prevent it from reaching its full potential. Furthermore, T15 and T18 dominate the rear garden of plot 5 and this will result in pressure to undertake works to increase light and alleviate concerns that occur when trees dominate residential gardens. It was recommended that a reduction in the number of dwellings would allow a landscape scheme to be implemented and reduce the post development pressure on the trees.

- 6.10 Following the receipt of revised plans which reduced the number of units to 4, it was noted that an updated arboricultural report by DAA identifies the extent of pruning that will be required to ensure there is adequate distance between tree T34 and house 1 without having a drastic impact on its appearance. Whilst the trees to be removed may be low quality specimens, it would not be unreasonable for landscape scheme to include a diverse selections of tree species of various size that will contribute to the local green infrastructure. In the event that outline planning permission was granted, landscaping would be a reserved matter for approval at a later date.
- 6.11 Overall, the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Shelveys Way or the character of the wider locality. It therefore complies with policies DES1 and DES2 in this respect.

Neighbour amenity

- 6.12 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy. This guidance is reiterated in Policy DES2.
- 6.13 The proposed dwellings would possess a sufficient level of separation from dwellings neighbouring the site so as to not appear overbearing or cause significant overshadowing. At the front of the site, plot 1 would benefit from good separation to its neighbours to either side with a gap of at least 20m to no.1 Fairacres to the west and approximately 14m to 74a, Shelveys Way to the east. At the rear of the site, the proposed dwelling on plot 3 would be located approximately 23m from the rear elevation of no. 8 Fairacres, whilst the proposed dwelling on plot 4 would be approximately 29m from the rear elevation of no 14, Fairacres. To the south, the front elevation of the dwelling proposed for plot 4 would face towards the rear elevation of 74A, Shelveys Way, albeit at a distance of over 30m at first floor level. Although the Council does not have specific guidance on distances between dwellings, at least 20m would be expected to prevent significant overlooking.

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- 6.14 The separation distances, together with the retained vegetation on the boundary would ensure that the amenities of residents in neighbouring properties are not significantly impacted.
- 6.15 The additional vehicles that would result from the development and access road are of a sufficient distance from existing and proposed dwellings so as to not cause a significant level of noise and disturbance to those properties.
- 6.16 In conclusion the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policies DES1 and DES2.
- 6.17 Objections have been received due to the loss of private views and loss of property value due to the proposed development, but these are not a material planning considerations. The existence or otherwise of covenants or otherwise on the site is not a matter for a planning application. Concern has been raised from neighbouring properties regarding fear of crime, flooding and drainage/sewage. The proposal would result in the redevelopment of rear gardens, new boundary treatment is proposed, and the development is not considered to cause crime issues. The site is not located within a flood zone and sewage capacity would be assessed at building control stage. The proposal is considered to have a satisfactory impact with regards flooding and drainage/sewerage capacity. It is noted a condition could be applied to a grant of permission to ensure that sustainable drainage is present on the site and an appropriate surface water drainage scheme implemented.
- 6.18 Objection has been raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement could be secured by planning condition in the event that planning permission was to be granted.

Highway matters

- 6.19 The proposed dwellings would be accessed from a new access drive which would utilise the existing access into the site. In respect of parking, the proposed development would provide sufficient off-street parking on-site: a minimum of two spaces, including a garage would be provided for each dwelling with an additional 2 unallocated spaces on the site. Overall, it is considered that the proposals offer sufficient and practical parking provision on-site such that the proposed development should not exacerbate existing parking stress or constraints on Shelveys Way.
- 6.20 Whilst concerns have been raised by surrounding residents in respect of parking and highway safety, the County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining

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public highway. The County Highway Authority therefore has no highway requirements subject to conditions

Sustainable Construction

- 6.21 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations. No evidence has been submitted to demonstrate that the proposed development can achieve either of the two requirements. However, in the event that planning permission was to be granted, a condition could be imposed to seek such information prior to the commencement of development. In this regard, there would be no conflict with DMP Policy CCF1.

Impact on Bio-diversity

- 6.22 Concern has been raised regarding the potential for harm to wildlife. Bats and their roosts are protected by law and the protected species legislation applies independently of planning permission. Whilst the proposal would result in the redevelopment of rear gardens, it is not considered likely to result in significant impact on existing wildlife habitats and may provide opportunities to incorporate features into the design which are beneficial. Measures to enhance biodiversity within the site could be designed into the development in accordance with para 118 of the NPPF and secured by planning conditions.

Affordable Housing

- 6.23 DMP Policy DES6 requires affordable housing to be provided on housing developments of 11 units or more. As this proposal is for a net increase in the number of units of 3, no affordable housing is required.

Community Infrastructure Levy (CIL)

- 6.24 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and the exact amount would be determined and collected after the grant of planning permission.

CONDITIONS

1. Approval of details of the scale, appearance and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority

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before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with Article 5 of the Town and Country Planning (General Development Procedure) (England) Order 2015 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan type	Reference	Version	Date Received
Location Plan	J0003165-DD-01	A	30/2/2019
Existing block plan	J0003165-DD-02	A	30/2/2019
Existing site layout	J0003165-DD-03	A	30/2/2019
Existing house plans	J0003165-DD-04	A	30/2/2019
Existing house elevations	J0003165-DD-05	A	30/2/2019
Existing outbuildings	J0003165-DD-06	A	30/2/2019
Proposed block plan	J0003165-DD-07	B	18/03/2020
Proposed site plan (Ground)	J0003165-DD-08	B	18/03/2020
Proposed site layout (First)	J0003165-DD-09	B	18/03/2020
House type 1 proposed floor plans	J0003165-DD-10	B	18/03/2020
House type 1 proposed elevations	J0003165-DD-11	B	18/03/2020
Proposed house type 1.1	J0003165-DD-12	B	18/03/2020
House type 2 proposed floor plans	J0003165-DD-13	B	18/03/2020
House type 2 proposed elevations	J0003165-DD-14	B	18/03/2020
Existing and proposed street scene	J0003165-DD-17	B	18/03/2020
Proposed site plan (tech info)	J0003165-DD-18	B	18/03/2020

Reason: To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

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4. No development shall take place above ground level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

5. No development shall commence including demolition and or groundworks preparation until a detailed, scaled Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings. The AMS shall also include a pre-start meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies DES1 and NHE3 of the Reigate and Banstead Development Management Plan 2019.

6. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) measures to prevent the deposit of materials on the highway
 - (f) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (g) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policies DES1 and TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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7. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Shelveys Way has been constructed in accordance with the approved plans.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking /turning areas shall be retained and maintained for their designated purposes.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

9. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

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Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

12. The development hereby approved shall not be occupied unless and until each dwelling has been provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

13. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

14. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

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15. Notwithstanding the indicative elevations submitted, all dwellings shall have fully hipped roofs
Reason:
To prevent a bulky appearance and reflect the local vernacular with regards Policy DES1 of the Development Management Plan 2019.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.
4. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837
5. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
6. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;

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- (f) Only minimal security lighting should be used outside the hours stated above; and
- (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

- 7. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
- 8. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS13, CS14, CS17, DES,1 DES2, DES5, DES8, TAP1, NHE3, CCF1, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

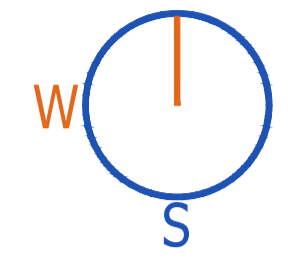
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The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

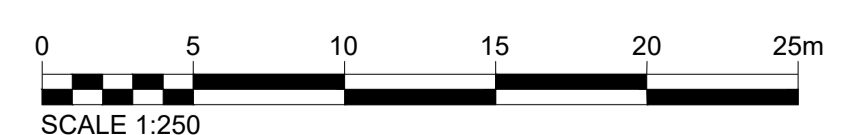
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- Plan Legend**
- Tarmac
 - Permeable concrete block paving (parking)
 - Slab paving (paths/patio)
 - Grass
 - Existing trees
 - Proposed trees
 - Root protection area
 - U Unallocated parking
 - Visitor parking

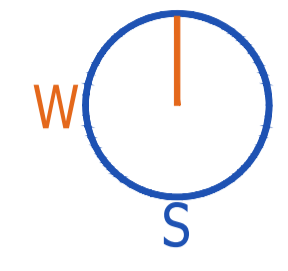


Site Plan with Technical information As Proposed



Rev	Date	Description
B	17.03.20	Amendments following client's comments
A	20.12.19	Amendments following client's comments
WS PLANNING & ARCHITECTURE Europe House Bancroft Road, Reigate, Surrey, RH2 7RP T. 01737 225711 F. 01737 226311 www.wspa.co.uk		
Date	November 2019	Drawn By JJ
Scale	1:250@A1	Checked LB
Client	Andrew and Chris Mattocks	
Project	76 Shelvers Way Tadworth KT20 5QF	
Title	As Proposed Site Plan With Technical information	
Drawing No.	J003165-DD-18	Rev. B

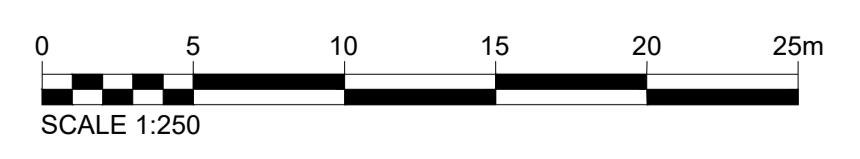
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- Plan Legend**
- Tarmac
 - Permeable concrete block paving (parking)
 - Slab paving (paths/patio)
 - Grass
 - Existing trees
 - Proposed trees
 - Proposed hedge
 - U Unallocated parking
 - Visitor parking



Site Plan with Ground Floor Plan As Proposed



B	17.03.20	Amendments following Case Officer's
A	25.02.20	Amendments following recommendations from tree survey.
Rev	Date	Description
WS PLANNING & ARCHITECTURE Europe House Bancroft Road, Reigate Surrey, RH2 7RP T. 01737 225711 F. 01737 226311 www.wspa.co.uk		
Date	November 2019	Drawn By JJ
Scale	1:250@A1	Checked LB
Client	Andrew and Chris Mattocks	
Project	76 Shelvers Way Tadworth KT20 5QF	
Title	As Proposed Site Plan With Ground Floor Plan	
Drawing No.	J003165-DD-08	Rev. B

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Rev	Date	Description
B	17.03.2020	Amendments following CO's comments
A	20.12.2019	Amendments as per client's comments

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 Surrey, RH2 7RP
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 F: 01737 226311
 www.wspa.co.uk

Date	Drawn By
November 2019	JJ
Scale	Checked
1:500@A3	LB

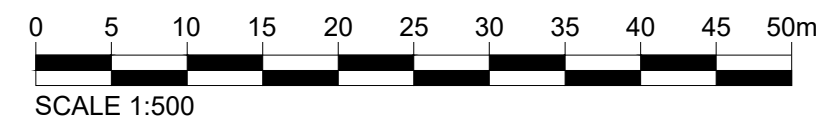
Client
 Andrew & Christopher Mattocks

Project
 76 Shelvers Way
 Tadworth
 KT20 5QF

Title
 As Proposed
 Site Block Plan

Drawing No.	Rev.
J003165-DD-07	B

Site Block Plan As Proposed



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Existing Street Scene



1 Fairacres

Fairacres

Site 76 Shelters Way

74A Shelters Way

Proposed Street Scene



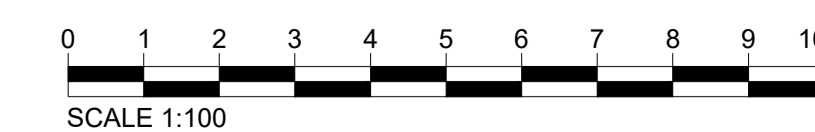
1 Fairacres

Fairacres

Site 76 Shelters Way

74A Shelters Way

Street Scenes As Existing & As Proposed



Rev	Date	Description
B	17.03.20	Amendments following Case Officer's comments
A	20.12.19	Amendments following client's comments

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Date	November 2019	Drawn By	JJ
Scale	1:100@A1	Checked	LB

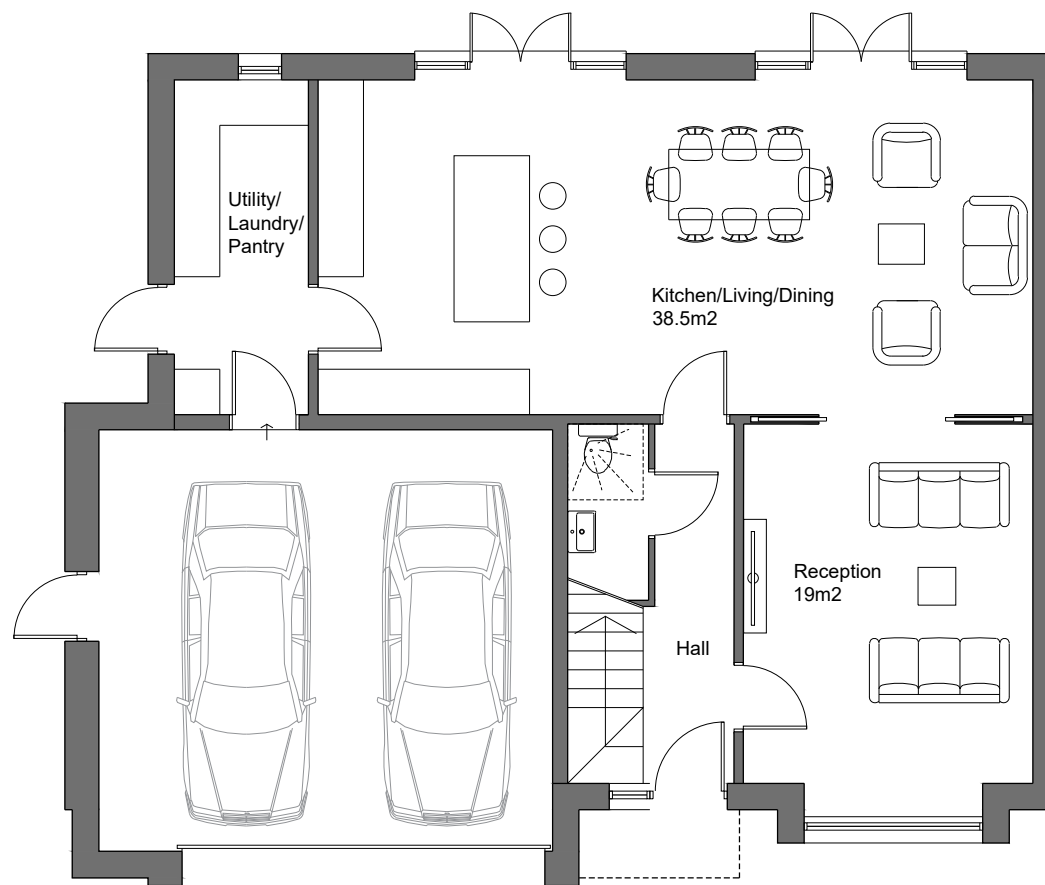
Client
 Andrew and Chris Mattocks

Project
 76 Shelters Way
 Tadworth
 KT20 5QF

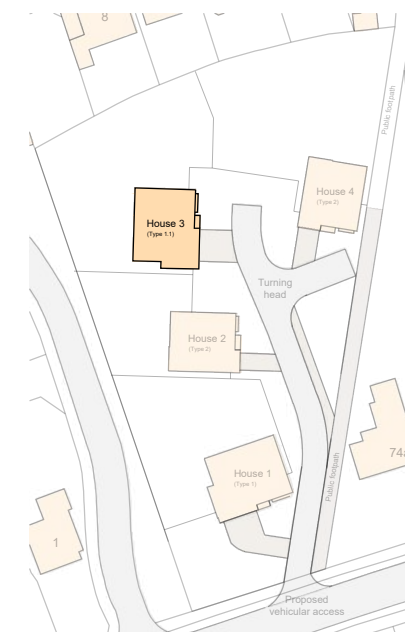
Title
 As Existing & As Proposed
 Street scene

Drawing No.	J003165-DD-17	Rev.	B
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First Floor Plan



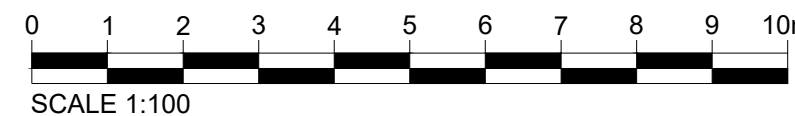
House Type 1.1
4/5 Bedroom 8 Person
Area: 198m²
Garage: 33.5m²

(GF Plan and rest of elevations as per House Type 1)



Side Elevation

House Type 1.1 (House 3) As Proposed



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Rev	Date	Description
B	17.03.2020	Amendments as per CO's comments
A	20.12.2019	Amendments as per client's comments



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F. 01737 226311
www.wspa.co.uk

Date	Drawn By
November 2019	JJ
Scale	Checked
1:100@A3	LB

Client
Andrew and Chris Mattocks

Project
76 Shelters Way
Tadworth
KT20 5QF

Title
As Proposed
House Type 1.1 (House 3)

Drawing No.	Rev.
J003165-DD-12	B



Front Elevation



Side Elevation



Rear Elevation

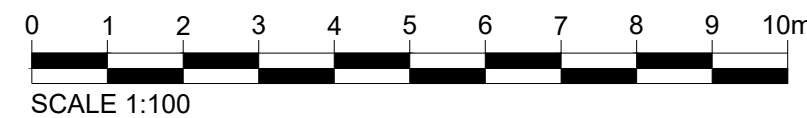


Side Elevation

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Indicative Elevations House Type 3 (House 4) As Proposed



Rev	Date	Description
A	20.12.2019	Amendments as per client's comments
Europe House Bancroft Road, Reigate Surrey, RH2 7RP		T. 01737 225711 F. 01737 226311 www.wspa.co.uk
Date	Drawn By	
November 2019	JJ	
Scale	Checked	
1:100@A3	LB	
Client		
Andrew and Chris Mattocks		
Project		
76 Shelveys Way Tadworth KT20 5QF		
Title		
As Proposed Indicative Elevations House Type 3 (House 4)		
Drawing No.	Rev.	
J003165-DD-16	A	

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Front Elevation



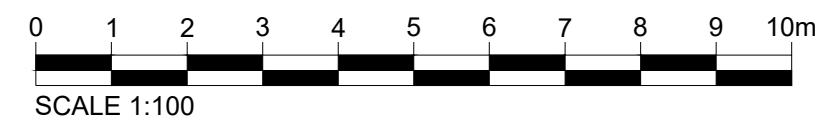
Side Elevation



Rear Elevation



Side Elevation



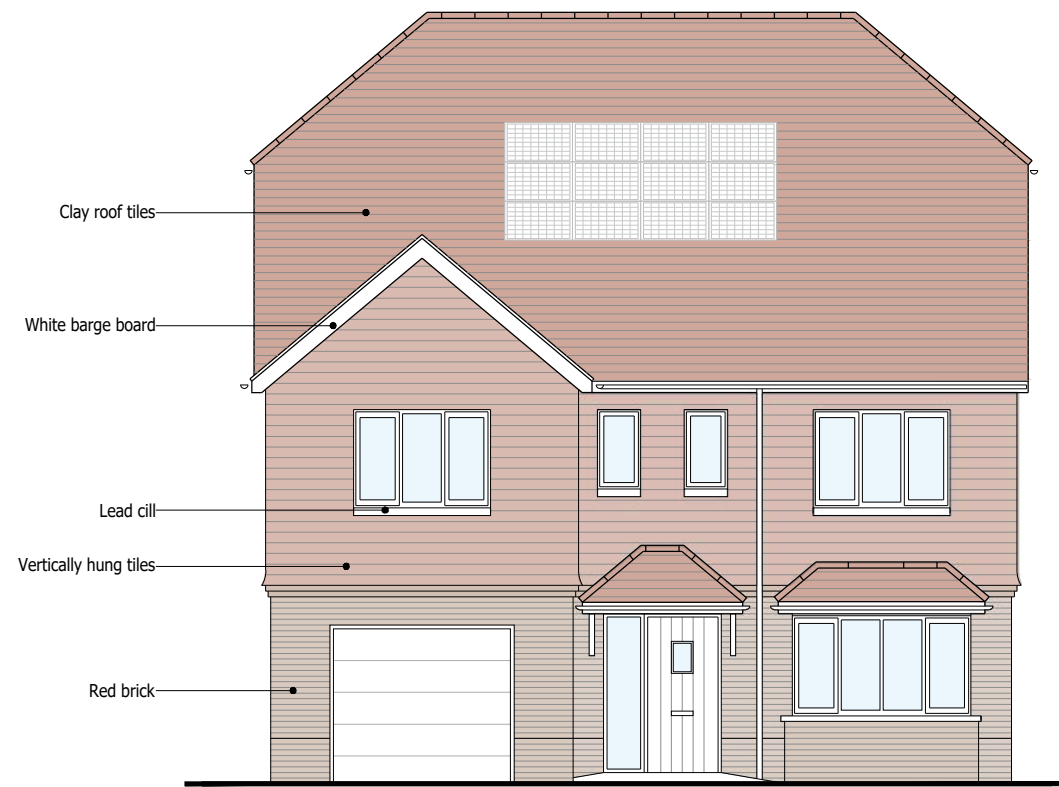
Indicative Elevations House Type 1 (House 1) As Proposed

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Rev	Date	Description
B	17.03.2020	Amendments as per CO's comments
A	20.12.2019	Amendments as per client's comments
Europe House Bancroft Road, Reigate Surrey, RH2 7RP		
		T. 01737 225711 F. 01737 226311 www.wspa.co.uk
Date	Drawn By	
November 2019	JJ	
Scale	Checked	
1:100@A3		
Client		
Andrew and Chris Mattocks		
Project		
76 Shelveys Way Tadworth KT20 5QF		
Title		
As Proposed Indicative Elevations House Type 1 (House 1)		
Drawing No.	Rev.	
J003165-DD-11	B	

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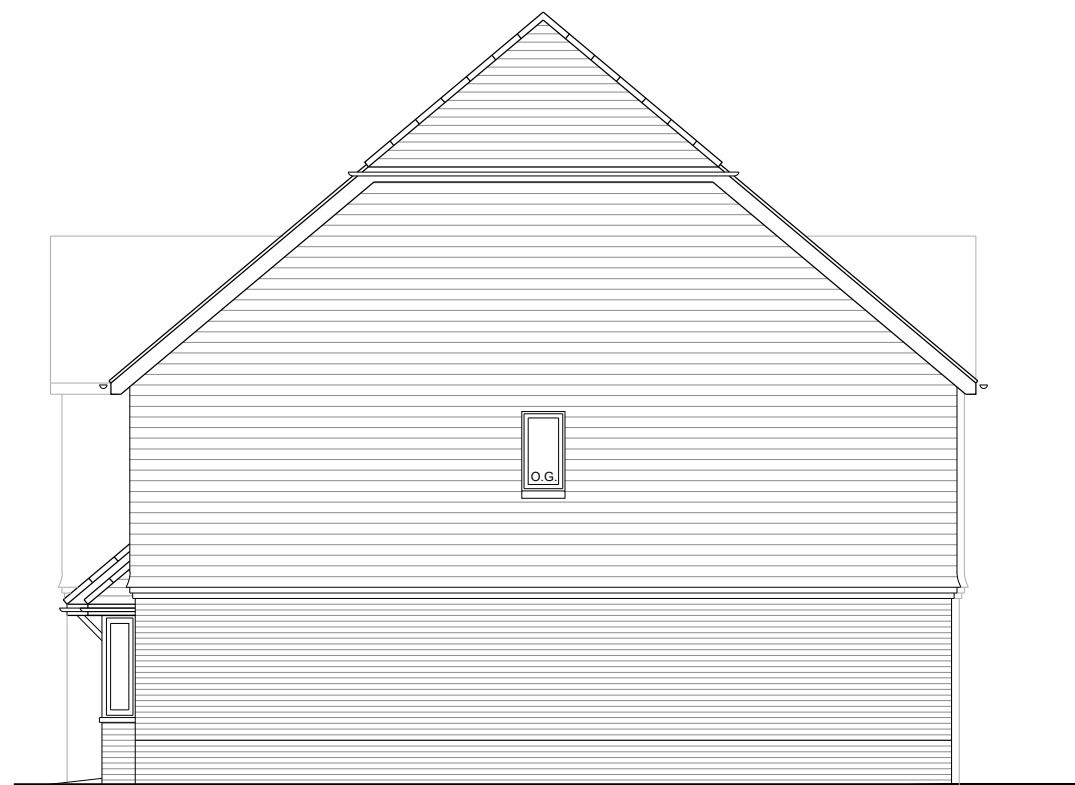
Front Elevation



Side Elevation



Rear Elevation

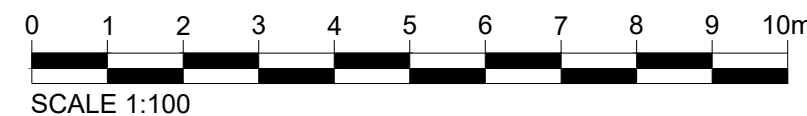


Side Elevation

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Indicative Elevations House Type 2 (Houses 2 & 4) As Proposed



Rev	Date	Description
B	17.03.2020	Amendments as per CO's comments
A	20.12.2019	Amendments as per client's comments



Europe House
 Bancroft Road,
 Reigate
 Surrey, RH2 7RP

T. 01737 225711
 F. 01737 226311
 www.wspla.co.uk

Date	Drawn By
November 2019	JJ
Scale	Checked
1:100@A3	LB

Client
 Andrew and Chris Mattocks

Project
 76 Shelveys Way
 Tadworth
 KT20 5QF


Title
 As Proposed
 Indicative Elevations
 House Type 2 (H. 2 & 4)

Drawing No.	Rev.
J003165-DD-14	B

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29 April 2020

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19/02553/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	29 April 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Clare Chappell
	TELEPHONE:	01737 276004
	EMAIL:	Clare.Chappell@reigate-banstead.gov.uk
AGENDA ITEM:	10	WARD: Banstead Village

APPLICATION NUMBER:	19/02553/F	VALID:	9 January 2020
APPLICANT:	Mr Weldin	AGENT:	PRA
LOCATION:	LAND ADJACENT TO THE FORMER ROYAL MAIL DELIVERY OFFICE REAR OF 28 HIGH STREET BANSTEAD SURREY SM7 2LQ		
DESCRIPTION:	Erection of block comprising 2 new apartments. As amended on 03/03/2020, 19/03/2020 and on 24/03/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full planning application seeking permission for the erection of a three-storey building comprising two 1-bed apartments; one at first floor and one at second floor, with the ground floor arranged as undercroft car parking for the sole use of the adjacent 'Shapes' children's day nursery.

The site is located 39.0m approx. back from Banstead High Street, to the rear of Prezzo at no.28 High Street. The site would have a shared access with the nursery via a driveway between the high street fronting buildings. This site used to be a Royal Mail sorting office and the old main building is now the children's day nursery. The proposed new apartment building would be sited on (and above) the car parking area for the nursery.

The proposed development would not include parking spaces for the new residential apartments, however, this lack of parking provision is deemed acceptable. The DMP acknowledges that lower provision may be made for sites within town (or village) centres, with local services and public car parks and has met with no objections from the County Highway Authority owing to the to the sustainable location of the site, with adequate public transport provision in close proximity, and suitable on street parking controls in the surrounding area. The applicant has supported the application with a transport statement including a local parking survey, and various other data to demonstrate that the development is acceptable from a transport perspective.

This application follows an application last year for a larger building with three apartments which was refused in August 2019 due to its cramped, overdeveloped appearance and the

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29 April 2020

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impact on the amenity of adjacent residential properties. The current application is considered to overcome these reasons for refusal.

The site, in a central, urban location with good access to facilities and transport is considered to be well-placed for this type of residential development. The arrangement proposed allows for both the nursery (D1 use) and the new residential use to coexist without compromising the existing car parking for Shapes nursery.

The design of the building would have a reasonably contemporary and functional form, predominately finished in brick. Its appearance is considered acceptable within the context of the varied forms and styles of the surrounding buildings, especially given its less prominent rear of High Street location.

The floor plans, staircase access and windows have been thoughtfully arranged to create an acceptable amenity relationship for both neighbouring properties and the future occupants of the proposed apartments.

The proposed development would make effective use of land within the urban area, contributing to identified housing need and supply, and would particularly meet the greater need for smaller family housing in the borough.

RECOMMENDATION

Planning permission is **GRANTED** subject to conditions.

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Consultations:

Banstead Village Residents Association – *“This is a second application for this site. This latest one has reduced the number from three to two apartments. The space is not large, there is no outlook and it is still somewhat cramped but an improvement on the previous application. It is a pity that no provision has been made for on-site parking as laid down in TAP1c and class C3 of the DMP. As we said before, on-street parking is difficult and such side roads as are within reach are already occupied with residents’ cars. We note the comments by the Environmental Officer and would recommend that an investigation for on-site contamination be carried out.”*

Contaminated Land Officer – potential contamination due to historic land uses, informative on safe working to be added.

Highway Authority – No objection subject to conditions. Site specific comment:
“The development proposes to create 2 new apartments. It is understood that the existing car parking at the site will be retained for Shapes Day Nursery. Therefore there will be no car parking provision for the proposed apartments. However, owing to the sustainable location of the site, with adequate public transport provision in close proximity, and suitable on street parking controls in the surrounding area the CHA have no objections to this. It is confirmed in writing that the 4 parking spaces are retained for staff of Shapes Day Nursery only. The CHA provided initial comments raising concerns about the layout of the 4 vehicular parking spaces. The layout of 'back to back' parking would not typically be accepted. However, written confirmation has been provided, confirming that the double parked space will be used solely for the manager of the nursery. The space designated for the manager is to be occupied from opening to closing of the nursery, minimising the potential for parking conflict. Any potential parking conflict is unlikely to cause an impact on the adjoining public highway, as parking and turning would take place on land that is entirely within the applicants control and as such, the CHA does not raise a concern with regards to highway safety. In addition, in line with condition 2 above, the CHA recommend that cycle parking is provided at ground level, to allow for the storage of electric bikes.”

Representations:

Letters were sent to neighbouring properties on 15 January 2020. A site notice was posted on 7 February 2020. No representations have been received.

Site and Character Appraisal

- 1.1 The application site formerly comprised part of a Royal Mail sorting office. The existing sorting office building has been converted to a pre-school day nursery (planning application ref. 18/02168/F). The old sorting office building appeared to have previously had two single storey projections beyond the main north gable elevation. These projections have been demolished and the resultant cleared land forms the main part of the application site for this proposed apartment building.
- 1.2 The main part of the site is located 39.0m approx. back from Banstead High Street to the rear of Prezzo at no.28 High Street. The site would have a shared access

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with the day nursery via a driveway between the high street fronting buildings at no.28 and no.30.

- 1.3 The character of the area within the high street is predominantly retail, but with some cafés, restaurants and offices. There are residential units at first floor above 30 to 36 High Street. It appeared at the time of my site visit that renovation works were underway at Lamborn Place at no.26 High Street. This may include conversion of the second floor to residential as per planning application ref. 17/01887/PAP3O. Briarwood to the southeast of the site comprises 16 sheltered dwellings. To the west of the application site are car parks serving commercial buildings. The area is relatively flat throughout with no significant trees in close proximity to the site.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did seek pre-application advice following the previously refused planning application for three flats.

The reasons for refusal on the previous application were:

“1. The proposed apartment building, by virtue of its site coverage, scale and height, extending tight to the boundaries and neighbouring buildings would constitute a cramped, overdevelopment of the site which would appear obtrusive and out of keeping with the character and amenity of the locality...”

“2. The proposed apartment building, by virtue of its proximity to the flats at Briarwood and its proximity to the potential future flat at the second floor of Lamborn Place, in conjunction with the proposed building's height and first and second floor balconies, would have a harmful impact on neighbour amenity in terms of loss of privacy and overbearing...”

The applicant has taken on board the reasons for refusal and a number of the suggestions made at pre-application stage. These improvements include but are not limited to:

- The scale of the building has been reduced (3 flats to 2 flats), bringing the elevations away from the boundaries of the site.
- Use of various texture and materials rather than solely render, and the predominant use of masonry.
- Omission of the uncharacteristically shallow pitched roof in favour of a flat roof.
- More attention to allowing for achievable structural depths/floor-to-ceiling heights.
- Balconies on east and west elevations omitted to improve privacy/overbearing.
- The main outlook of the flats has been shifted northwards to improve impact on Briarwood.
- The long hallway in the first-floor flat has been reduced.

- 2.2 Improvements secured during the course of the application:
- A statement on the parking arrangements was made by the applicant in response to the Highways Officer's initial queries.

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- The professional transport statement from the previous application has been re-submitted as supporting evidence for the absence of resident parking on this current application.
- Minor amendments to the application drawings; inclusion of structural framing at ground floor level; better positioning of car parking spaces, cycle racks and bins; cross-section drawing showing roof detail and floor to ceiling heights; minor corrections to labelling.

2.3 Further improvements to be secured through conditions or legal agreement:

The following conditions shall be attached to the permission:

- Material samples including staircase details (before development above ground floor level)
- Highways – parking spaces for nursery (compliance)
- Highways – cycle storage (pre-occupation)
- Highways – Construction transport management (pre-commencement)
- Bin store (before development above ground floor level)
- Side windows obscure-glazing/restricted opening (compliance)
- Building efficiency (pre-occupation)
- Broadband (compliance)

3.0 Relevant Planning and Enforcement History

3.1 There is a long planning history for the site which mostly relates to the conversion of existing post office building to the front of the site into a delicatessen, brasserie and restaurant. However, for the delivery office to the rear, there has been only three recent planning applications and then the most recent pre-application advice:

3.2 15/02474/F - Demolition of existing rear boundary masonry wall and replacement with a new galvanised steel palisade fence - approved with conditions.

3.3 18/02168/F - The proposed application is for a change of use and full planning permission to create a day nursery (shapes day nursery) within the existing building, formally a royal mail sorting office. Shapes day nursery have acquired the site intending to retain the existing building and create a much required local day nursery to accommodate children 0 to 5 years of age. APPROVED WITH CONDITIONS.

3.4 19/01247/F - Creation of 3 new apartments located at an unutilised site within the urban setting of Banstead High Street. REFUSED.

4.0 Proposal and Design Approach

4.1 The application is for a three-storey building comprising two 1-bed residential apartments. There would be undercroft parking at ground floor level but these 4no. parking spaces are reserved for the nursery school (as per planning permission 18/02168/F).

4.2 The applicant has submitted a design and access statement. A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to

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appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.

4.3 Evidence of the applicant's design approach is set out below:

Assessment	The design statement submitted by the applicant does demonstrate a level of assessment of the surrounding area, with focus on making use of redundant, previously developed land.
Involvement	Pre-application advice was sought from the Council. No community consultation took place.
Evaluation	The design statement demonstrates that the shortcomings of previous schemes have been considered, with attention given to the reasons for refusal, case officer report and pre-app advice. Amendments and refinements of the design have been made. The statement does not include any evidence of multiple design options being considered, rather just evidence of amendment to the original scheme.
Design	The applicant's design choices have been steered by the pre-application process.

4.4 Further details of the development are as follows:

Site area	0.038 hectares (including access road)
Existing use	D1 use class (parking for pre-school day nursery)
Proposed use	C3(a) (dwellinghouses – 2 apartments)
Proposed parking spaces	No spaces for proposed residential apartments, 4 spaces retained for nursery.
DMP parking standard	2 spaces (1 space per unit)

5.0 Policy Context

5.1 Designation Urban Area

5.2 Reigate and Banstead Core Strategy CS1(Sustainable Development) CS2 (Valued Landscapes and the Natural Environment) CS4 (Valued Townscapes and Historic Environment)

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- CS10 (Sustainable Development)
- CS11 (Sustainable Construction)
- CS12 (Infrastructure Delivery)
- CS14 (Housing Needs)

5.3 Reigate and Banstead Development Management Plan

- DES1 (Design of New development)
- DES4 (Housing mix)
- DES5 (Delivering high quality homes)
- DES8 (Construction Management)
- DES9 (Pollution and Contaminated Land)
- TAP1 (Access, Parking and Servicing)
- CCF1 (Climate Change Mitigation)
- INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Local Distinctiveness Design Guide
Householder Extensions and
Alterations

Other

Human Rights Act 1998
Nationally Described Space Standards
Community Infrastructure Levy
Regulations 2010

6.0 **Assessment**

6.1 The application is for a three-storey building comprising two 1-bed residential apartments. There would be undercroft parking at ground floor level but these 4no. parking spaces are reserved for the nursery school (as per planning permission 18/02168/F).

6.2 The main issues to consider are:

- Principle of development
- Design and effect on the character of the area
- Effect upon neighbour amenity
- Amenity for future occupants
- Highways matters
- Contaminated land issues

Principle of development

6.3 The application site is within the urban area, right in the centre of Banstead and hence very conveniently positioned for the high street amenities and local bus services. It would be close to other residential properties; namely the flats above

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high street units and properties off Court Road. Therefore, with good community facilities and public transport nearby, there is a presumption in favour of sustainable residential development in this location.

- 6.4 The development would be on land previously in commercial use (the Royal Mail delivery office), but due to the recent implementation of the planning permission for the pre-school nursery on the site, the land would be considered to be in community use. The current application site occupies the area that is designed to be used for vehicle access and parking for the nursery. The intention of the current application design is to retain the access and parking for the nursery, albeit partially in the undercroft beneath the proposed apartments. Therefore, from a policy perspective, it is not considered that the proposed scheme would result in any significant loss of land or functionality for the nursery (see Highways matters section below).
- 6.5 The proposed scheme would create two new residential units, and such a redevelopment would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply. The residential units would be one-bedroom flats which is appropriate in terms of housing mix for a town centre location. However, the principle of acceptability in this case rests upon considering the impact of the proposal and resultant harm and the need to provide additional housing, and its resultant benefit. The following report sets out the key considerations.

Design and effect on the character of the area

- 6.6 The proposed building would be slotted into the space to the north of the nursery building (in the place of single storey buildings which have been previously demolished). The elevations of the building now allow space to the closest boundaries of 1.5m approx., 2.8m to the gable wall of the nursery building and 7.8m approx. to the east boundary. These offsets to the boundaries/adjacent buildings and the reduced scale of the building overcome the previous reasons for refusal of being too cramped and overdeveloped.
- 6.7 The east elevation is set-back relative to the elevation of the nursery building and the roofline would be lower than the ridge of the nursery building. The height of the proposed building would be comparable with that of Lamborn Place which sits a short distance from the northwest corner of the proposed building. As well as Lamborn Place, there are other examples of three storey buildings. There are also a variety of roof forms and architectural styles in the vicinity (60s/70s flat roofs, mansard roofs and more traditional steeper pitched roofs) and flat roofs on upper storeys. Consequently it is not considered that the more simple, contemporary, flat-roofed form proposed would be uncharacteristic within its varied setting.
- 6.8 Although the composition of the building appears a little awkward, as if it rests on slender stilts, this is functional to allow the car parking beneath, and the steel framing at ground floor level would be reasonably well concealed and not easily visible from the High Street.
- 6.9 The building would be finished largely in brick with areas of feature brickwork, small rendered panels and grey glazed panels to give relief and interest to the elevations.

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Brickwork is appropriate given the predominance of brick in the vicinity and preferred because it will visually recede and age better than render. Full details of the materials to be used and the design of the external staircase shall be controlled by condition.

- 6.10 Finalised details of the refuse storage and collection point shall be controlled by condition, but it appears that the scheme can accommodate a workable solution.
- 6.11 In summary, the proposed development would be acceptable in terms of its design and impact upon the character of the wider area, and complies with policy DES1 of the emerging DMP.

Neighbour Amenity

- 6.12 The proposed building would not adversely affect the amenity or functionality of the nursery as the four parking spaces and turning space would be retained for the sole use of the nursery (see Highways matters section below).
- 6.13 The rear of no.28 High Street has no windows and the directly adjacent land to the north is used for vehicle parking and refuse, presumably for Prezzo. Hence, there would be no adverse effect on the amenity of no.28.
- 6.14 Lamborn Place at no.26 High Street, previously in commercial use, may be in the process of implementing permitted development approval (17/01887/PAP30) for residential flats on the second floor. The corners of the two buildings would be 5.4m approx. apart from each other, with a clear gap of 4.3m approx. to the edge of the stair landing. The closest part of Lamborn Place to the proposed building would be a living/kitchen/dining room at the second floor served by the existing large windows which give the room triple aspect (according to the drawings on application ref. 17/01887/PAP30). Given the proposed building would be sited corner-to-corner with Lamborn Place, it is not considered that the outlook and light levels to the potential living space windows at second floor would be harmfully affected. The bedroom windows in the west elevation of the proposed building would be far enough from Lamborn Place and at right angles, and so would avoid significant privacy concerns. The proposed bathroom windows would avoid a direct view but can be sensibly conditioned to be obscure-glazed/restricted opening. The entrance for the proposed second floor flat with its stair landing, would allow views across to the second floor windows at Lamborn Place, however, it is likely that this stair landing would be mostly used for fleeting access, and given the nature of town centre homes allowing mutual views from external staircases, this relationship would not be harmful.
- 6.15 The west elevation of the proposed building would lie directly next to car parks belonging to the various commercial properties and so there would be no issue in this area.
- 6.16 To the northeast of the site are the roof terraces of the first floors of the high street buildings. The nearest first floor properties here (nos.30A and 32A/B) are residential. No. 30A has recently implemented planning permission (ref. 19/01155/F) for an extension to create an additional flat. The existing roof terrace

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area would be divided to create two outdoor amenity spaces for these flats. I consider the proposed building is far enough from the rear windows and terraces to not cause any significant loss of light, however, it is clear that the new building would give rise to views from windows and stair landing. In the context of the 'back of high street' location where there is a close relationship between buildings and where the existing first floor flats already have open terraces which can clearly overlook one another, it is not considered that the proposed apartments would harmfully change the amenity circumstances for the existing residential properties to the rear of the high street.

- 6.17 Flat 17 Briarwood is the closest sheltered accommodation property to the proposed development. Its front door at ground floor level directly faces the far end of the existing nursery building. All of the habitable accommodation at flat 17 is at first floor level. There are three windows serving bedrooms and a single window serving the kitchen which face onto the application and nursery site. None of these four windows would be directly aligned with the east elevation of the proposed apartment building. The distance from the proposed east elevation to the elevation of Briarwood would be 10.0m approx. The proposed building would not breach the 25 degree line from the closest window at no.17 (as per section 4.4 of the Councils SPG) and so there would be no significant loss of light. The balconies proposed as part of the previous application have been removed from the east elevation and windows would have obscured glazing/restricted opening. Consequently, it is considered that the proposed building would preserve an acceptable level of amenity for flat 17 and the other Briarwood flats, and would not be overbearing or result in a loss of privacy.
- 6.18 In summary, while giving rise to a degree of change to the relationship between buildings, the proposed scheme would not adversely affect the amenity of neighbouring properties, and complies with policy DES1.

Amenity for future occupants

- 6.19 Policy DES5 has several requirements to ensure all new residential developments provide high quality, adaptable accommodation, and provide good living conditions for future occupants. One of the requirements of policy DES5 is that new accommodation must meet the nationally described internal space standard (NDSS).
- 6.20 Both flats would be 1-bedroom, 2-person flats and so would need to meet the minimum NDSS gross internal area of 50 square metres. Both flats have an area of 53sqm and hence comply.
- 6.21 The layouts are sensibly arranged with outlook northwards towards the rear of the Prezzo building. Although the rear of Prezzo is not a desirable outlook compared to an ordinary street view, the Prezzo building is low and so views of the sky would be available, and there would be no direct overlooking into the flats because the rear of Prezzo is windowless. The main living/kitchen/dining space in the flats would also benefit from south and east facing windows, and although the east windows would be obscured, these would still allow good levels of natural light. The bedrooms would also have two windows; one to the south and one to the west. Therefore, I

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consider that the flats would provide a satisfactory level of light and outlook for future occupants.

- 6.22 The flats would have built in storage to comply with the NDSS. The floor to ceiling heights would be 2.3m throughout, and so would also meet the NDSS requirement. Other than the cycle storage space, the flats would not have outdoor space, however, this is not considered objectionable for a town/village centre flat with recreation ground nearby.
- 6.23 It is acknowledged that the proposed building would have a very close relationship with the pre-school nursery. The nursery use would give rise to a level of noise and disturbance. Noise may also arise from any future alternative 'D1 use' of the building. The nursery planning permission has a condition which restricts 'outside play' to certain times of the day. Viewing the nursery use in the context of the town/village centre location where it is accepted that various land uses (including residential) coexist and there is likely to be relatively high levels of noise and disturbance, I do not consider the environment for future occupants would be unsatisfactory.
- 6.24 In summary, the proposed scheme is considered to provide adequate amenity for future occupants and complies with policy DES5.

Highways Matters

- 6.25 The proposed scheme would not provide any car parking for the new apartments. The cycle storage position has been shown on the application plans. Surrey County Council Highways (CHA) have recommended three conditions; 1) the retention of the parking and turning area for the nursery (four spaces as per application ref. 18/02168/F), 2) implementation of the of cycle storage 3) a construction transport management plan.
- 6.26 The Highways Officer's initial comments requested the following information from the applicant [the applicant's responses are shown in brackets]:

"- Confirmation that the 4 parking spaces included within this proposal are for the use of staff from the Shapes Day Nursery only? [4 parking spaces are for Shapes Day Nursery]

"- Details on how the 4 parking spaces will be retained for Nursery staff only (if this is the proposal) and not be used by residents of the development? [The residents will not have access to the parking bays. In the rental agreements in will state that the flats are without parking. The flats will only ever have a right of way by pedestrian use. To accommodate both cycling and walking. The land underneath the flats will be owned by Shapes Day Nursery].

"- A revised parking layout to show 4 parking spaces located side by side. The proposed plan shows two car parking spaces located one behind the other, which would result in conflict. [With the experience of our other nurseries, the four spaces marked as they are work best. This is because the Space that is double parked will be used solely for the manager of the nursery. This is the only space that is

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designated to the manager. It means the manager's vehicle will use this space from opening to closing of the nursery, resulting in no conflict]"

- 6.27 The Highways Officer's final comments (which included the recommended conditions noted above), were as follows:

"The development proposes to create 2 new apartments. It is understood that the existing car parking at the site will be retained for Shapes Day Nursery. Therefore there will be no car parking provision for the proposed apartments. However, owing to the sustainable location of the site, with adequate public transport provision in close proximity, and suitable on street parking controls in the surrounding area the CHA have no objections to this.

"It is confirmed in writing that the 4 parking spaces are retained for staff of Shapes Day Nursery only. The CHA provided initial comments raising concerns about the layout of the 4 vehicular parking spaces. The layout of 'back to back' parking would not typically be accepted. However, written confirmation has been provided, confirming that the double parked space will be used solely for the manager of the nursery. The space designated for the manager is to be occupied from opening to closing of the nursery, minimising the potential for parking conflict. Any potential parking conflict is unlikely to cause an impact on the adjoining public highway, as parking and turning would take place on land that is entirely within the applicants control and as such, the CHA does not raise a concern with regards to highway safety.

"In addition, in line with condition 2 above, the CHA recommend that cycle parking is provided at ground level, to allow for the storage of electric bikes."

- 6.28 Policy TAP1 states:

*"1. All types of development, across the borough, will be required to:....
...c. Include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm.*

Such evidence could include on-street parking surveys, evidence of parking demand, and/ or further information on accessibility. Development should not result in unacceptable levels of on-street parking demand in existing or new streets."

Annexe 4 containing the parking standards would normally require 2 spaces (1 each per 1-bed flat) but also states that a lower amount of parking may be appropriate in areas within, or adjacent to town centres.

- 6.29 The applicant has submitted a Transport Statement by Connect Consultants (which was submitted at the time of the previous application). This statement concludes that the proposed development is acceptable from a transport perspective. Some of the key conclusions include:

- The site is located near to Banstead High Street and is highly accessible by a choice of non-car modes including foot, cycle, bus and rail.
- Census data indicates that a high proportion of existing residents living in central Banstead do not own a car or van, and therefore are likely to make use of the public transport links.

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- Car parking survey undertaken (Tuesday 18 September 2018) demonstrated that there is ample spare capacity, during certain times of the day, on local roads for visitors of the proposed development.
- The development will be sold as “car-free” and will primarily appeal to residents who do not own a car and want to live off Banstead High Street, which is within close proximity to facilities/transport links.
- A TRICS assessment of the number of trips likely to be generated by the proposed residential apartments has been made and suggests that the proposal site will experience a negligible increase in trip generation as a result of the proposed development.

6.30 In summary, it is considered that the applicant has provided satisfactory evidence to demonstrate that this is one such example of those cited within the DMP where town (village) centre sites may provide parking below standard. The Highways Officer also reaches this same conclusion. Therefore, with the addition of the recommended conditions, the proposed development would comply with policies TAP1 and DES8.

Contaminated Land Issues

6.31 The Council's Contaminated Land Officer has been consulted and made the following comments:

"I have reviewed this planning application and would like to recommend a contaminated land informative as per the wording below.

The application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. As a result, there is the potential for a degree of ground contamination to be present beneath part(s) of the site. Groundworkers should be made aware of this so suitable mitigation measures and personal protective equipment measures (if required) are put in place and used. Should significant ground contamination be identified the Local planning Authority should be contacted promptly for further guidance"

The informative shall be attached to the permission decision notice.

CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan type	Reference	Version	Date Received
Site Layout Plan	0064-P-101	C	19.12.2019
Location Plan	0064-P-102	C	19.12.2019
Elevation Plan	0064-P-115	F	03.03.2020
Proposed Plans	0064-P-111	F	03.03.2020
Floor Plan	0064-P-112	D	03.03.2020

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Roof Plan	0064-P-114	D	03.03.2020
Elevation Plan	0064-P-116	F	03.03.2020
Proposed Plans	0064-P-118	A	03.03.2020
Elevation Plan	0064-P-117	F	03.03.2020
Floor Plan	0064-P-113	D	03.03.2020
Floor Plan	0064-P-110	E	03.03.2020
Site Layout Plan	0064-P-103	D	03.03.2020

Reason: To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

3. No development shall take place above ground level until samples of the materials to be used in the construction of the external surfaces, including fenestration, roof and staircase, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved with regard to Reigate and Banstead Development Management Plan policy DES1.

4. The existing vehicle parking (and turning) area at the premises (as shown on the application drawings) shall be permanently retained and maintained for their designated purposes (for the sole use of the Shapes Day Nursery staff or for vehicle parking for any subsequent new owner/occupier of the D1 use of the current day nursery site).

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for cycles to be parked in a covered and secure location. Thereafter the cycle parking area shall be retained and maintained for its designated purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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6. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) measures to prevent the deposit of materials on the highway
 - (e) on-site turning for construction vehicles (including measures for traffic management)
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. Prior to the commencement of the development full details (and plans where appropriate) of the waste collection point, (and pulling distance), shall be submitted to and approved in writing by the Local Planning Authority.

All waste storage and the collection point should be of an adequate size to accommodate the bins and containers required for the dwelling in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

The dwellings shall be provided with the above facilities in accordance with the approved details prior to occupation.

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage in accordance with Development Management Plan 2019 policy DES1.

8. The first and second floor windows in the east elevation and the bathroom windows in the north elevation of the development hereby permitted shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

9. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- (a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day.

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- (b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

- 10. The new dwelling hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
 - (a) A broadband connection accessed directly from the nearest exchange or cabinet
 - (b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

INFORMATIVES

1. The application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historic uses of the land. As a result, there is the potential for a degree of ground contamination to be present beneath part(s) of the site. Groundworkers should be made aware of this so suitable mitigation measures and personal protective equipment measures (if required) are put in place and used. Should significant ground contamination be identified the Local Planning Authority should be contacted promptly for further guidance.
2. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from un-cleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders (Highways Act 1980 Sections 131, 148, 149).
3. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
4. The applicant is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

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5. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
6. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
7. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses.
This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings.
If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigate-banstead.gov.uk/info/20277/street_naming_and_numbering

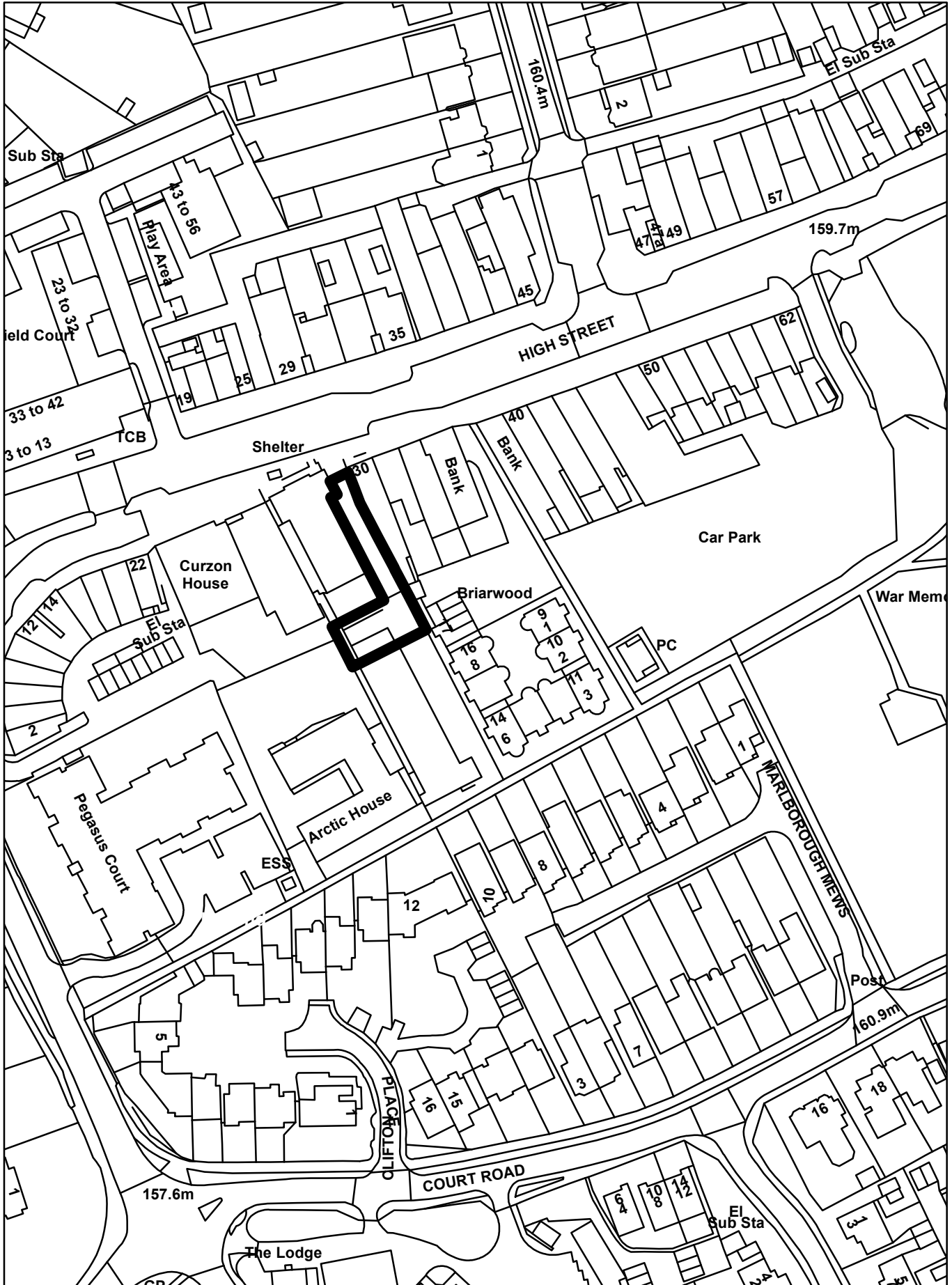
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, CS14, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework

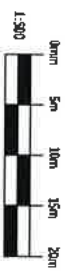
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Rear Of 28 High Street, Banstead



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PROPOSED SITE PLAN
SCALE 1:500



LEGEND
 RED LINE DENOTES APPROX. SITE LOCATION
 OTHER LAND WITHIN OWNERSHIP (NOT WITHIN APPLICATION)
 Crown Copyright and database right 2018 OS 100046957
 Serial No. 146897



Contractor must verify all dimensions on site before starting work. Commencing work is deemed to be an acceptance of the accuracy of the information provided.

Rev D	Revised Date/Issue Comments:	12.01.2018
Rev C	FULL BUILDING ISSUE	17.12.2015
Rev B	CLIENT ISSUE FOR COMMENT	04.12.2015
Rev A	PRE APPLICATION ISSUE	07.09.2015
Rev	Created:	
Client:	Weldin Builders Ltd	

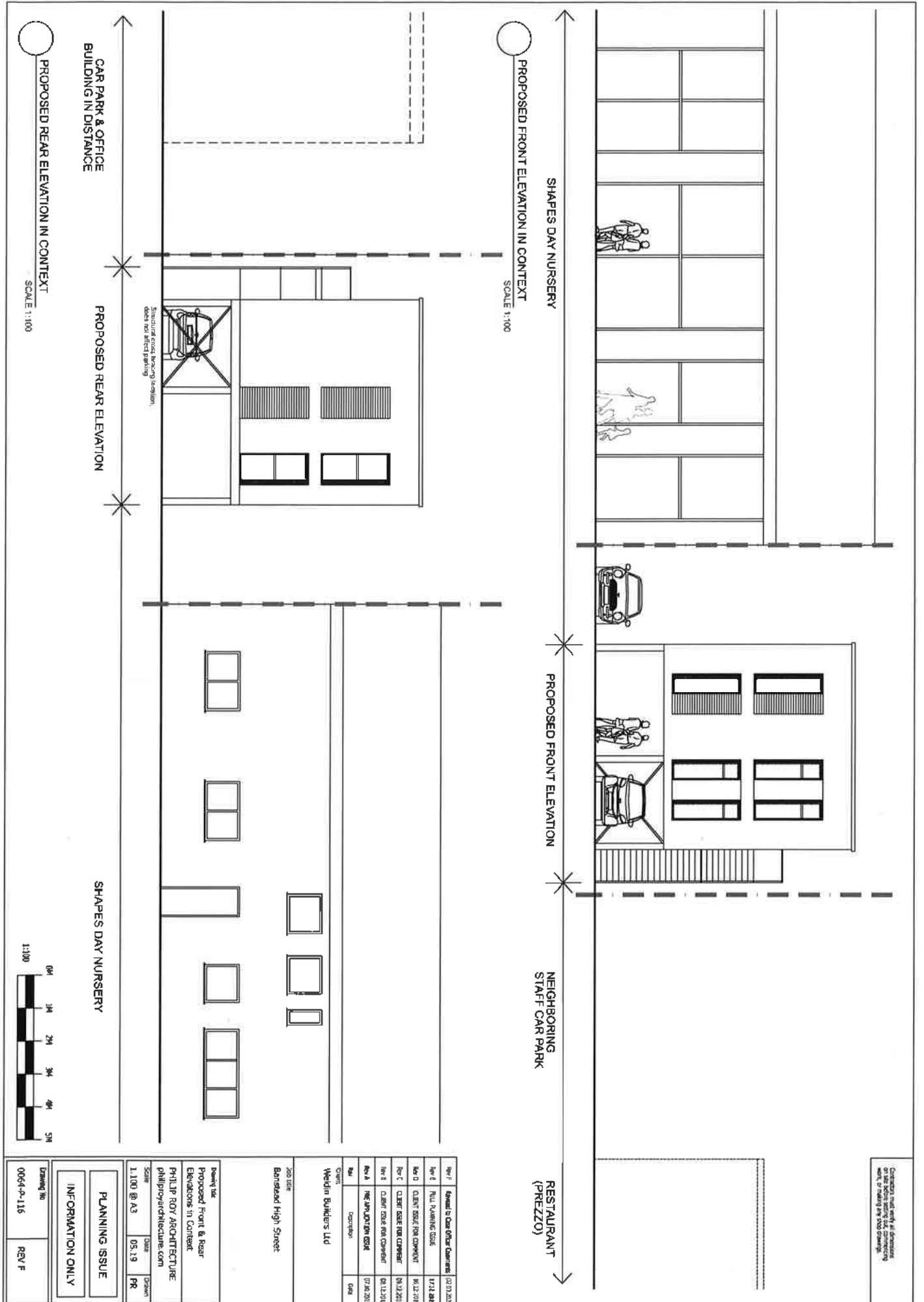
200 Site
Banstead High Street

Issued by
Proposed Site Plan
PHILIP ROY ARCHITECTURE
philiproyarchitecture.com
Scale: 1:500 @ A3
Date: 05.19
Drawn: PR

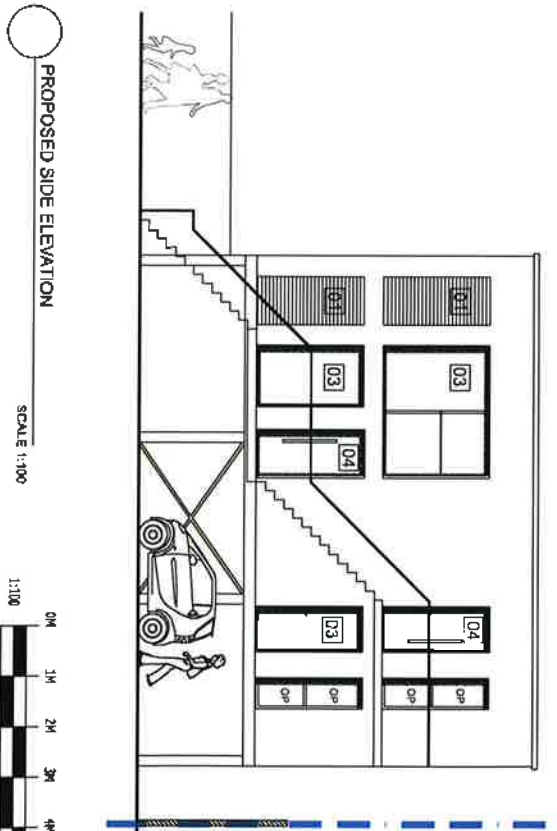
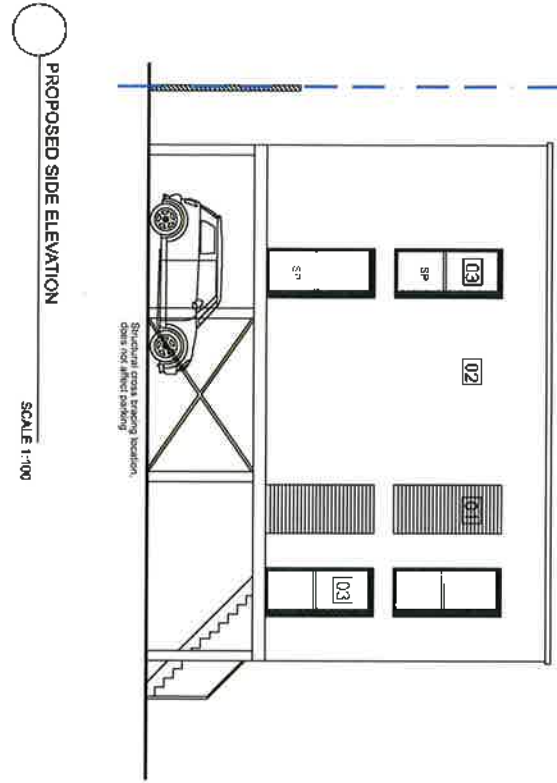
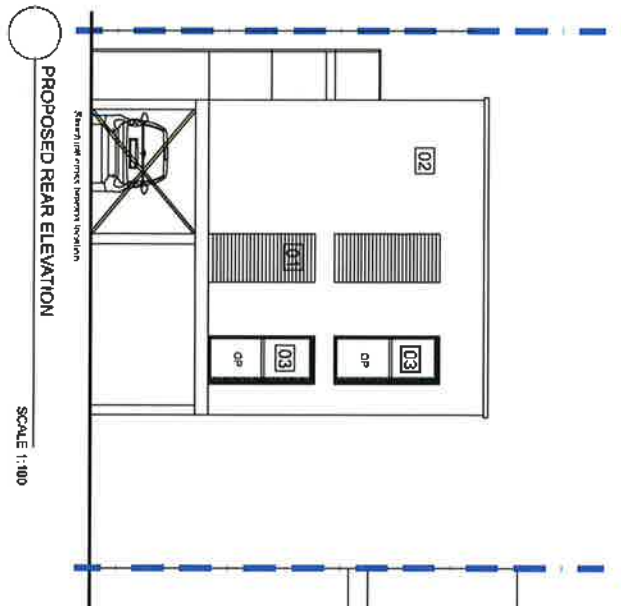
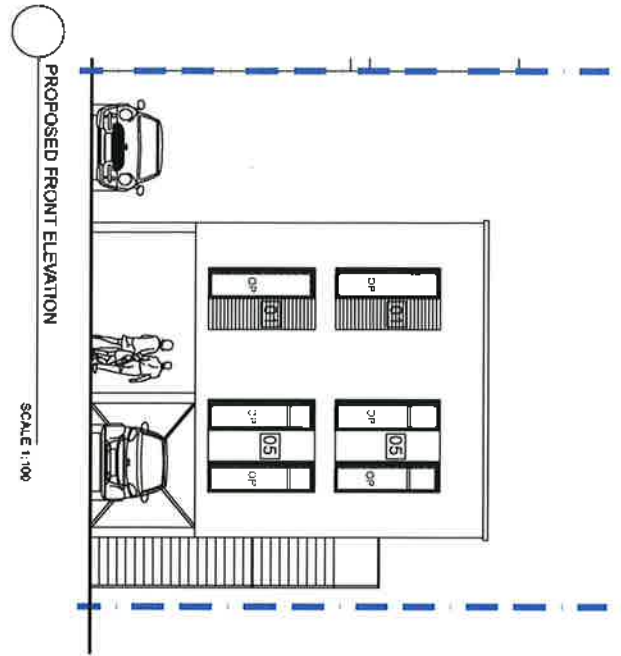
PLANNING ISSUE
INFORMATION ONLY

Drawing No: 0064-pr-103
REV D

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- MATERIALS KEY**
- 01 - Corbelled facing brick feature
 - 02 - Facing Stock brick
 - 03 - Double Glazed Windows & Doors
 - 04 - Entrance Door
 - 05 - White Render Inset
 - OP - Opaque glazing
 - SP - Glazed Grey Spandrel Panel

Contractors must verify all dimensions on site before starting any construction work, or making any formwork.

No. 1	Issue in Case of Minor Comments	02.08.2018
No. 2	FINAL DRAWING ISSUE	17.12.2017
No. 3	CLIENT ISSUE FROM COMMENTS	14.12.2017
No. 4	CLIENT ISSUE FROM COMMENTS	09.12.2017
No. 5	CLIENT ISSUE FROM COMMENTS	08.12.2017
No. 6	FINAL CLIENT DRAWING	07.12.2017

Client: **Wedlin Builders Ltd**

Job No: **303 350**

Address: **Barnsland High Street**

Drawing Title: **Proposed Elevations**

PHILIP ROY ARCHITECTURE
 philiproyarchitecture.com

Scale: **1:100 @ A3**

Date: **05.19**

Drawn: **PR**

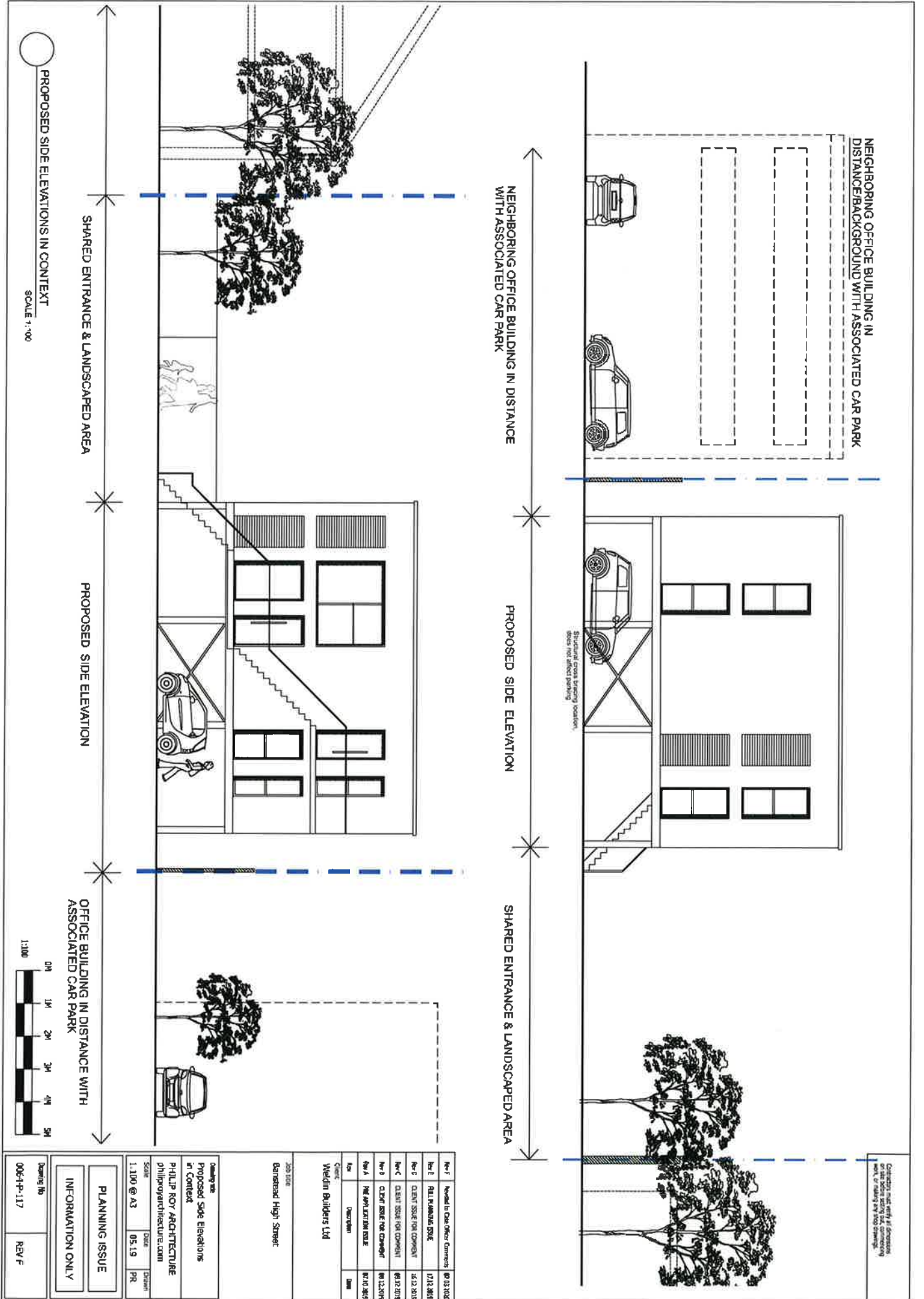
PRE APP ISSUE

INFORMATION ONLY

Drawing No: **0064-P-115**

Rev: **REV F**

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